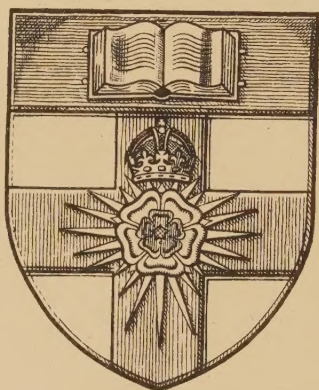


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Session

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N.B.-The figures at the beginning of the line, correspond with the No. at the foot of each paper; and the figures at the end of the line, refer to the MS. paging of the volumes arranged for the House of Commons.

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COMMERCIAL REPORTS

RECEIVED AT

THE FOREIGN OFFICE

FROM

HER MAJESTY'S CONSULS

IN 1869.

JANUARY—FEBRUARY.

*Presented to both Houses of Parliament by Command of Her Majesty,
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COMMERCIAL REPORTS

RECEIVED AT

THE FOREIGN OFFICE

FROM

HER MAJESTY'S CONSULS.

G R E E C E.

ISLAND OF CEPHALONIA.

[Report by Consul Sir John Sebright on the Trade and Commerce of the Island of Cephalonia for the Year 1867.]

THE currant crop of this season, both in Continental Greece and in the Ionian Islands, has been abundant beyond all precedent. The quantity of the fruit throughout was of superior excellence. It had, moreover, the advantage of being picked and stored, uninjured by accidents of weather, which proved so fatal to the preceding crop.

The yield is calculated at not under 9,200 tons, about 1,313 tons in excess of that of 1866.

The following Tables will show the movements of the trade in this island during the present season.

SHIPMENTS of 1866 Crop in 1867.

Countries to which Exported.	Ports.	Vessels Employed.		Tons.	Total.	Total for Countries.
		Steamers.	Sailing.			
Great Britain	Liverpool ..	1	..	129	} 572	} 681½
	Liverpool ..	..	2	445		
	London ..	1	..	46	} 109½	
	London ..	..	2	63½		
Orders, destination not ascertained	} ..	..	2	..	..	201½
Holland ..	Groeningen ..	..	1	38	} ..	224
	Rotterdam ..	..	1	186		
Belgium ..	Antwerp ..	..	1	..	..	216
Germany ..	Hamburg ..	..	1	..	..	52
Russia ..	Taganrog ..	..	2	..	..	52
Greece ..	Corfu ..	..	1	..	..	16
Total ..	.. ..	2	13	..	..	1,443

GREECE.

SHIPMENTS of Morea Currants from Cephalonia in 1867.

Countries to which Exported.	Ports.	Vessels Employed.		Tons.	Total.	Total for Countries.
		Steamers.	Sailing.			
Great Britain	Liverpool ..	11	..	..	2,299½	} 3,842
	London ..	9	..	..	1,536½	
	Malta ..	..	1	..	6	
Germany ..	Hamburg ..	..	2	..	..	153
Austria ..	Trieste ..	1	..	..	..	5
Russia ..	Galatz ..	..	1	..	..	27½
America ..	New York ..	..	1	..	..	227½
Total ..	..	21	5	..	..	4,255

SHIPMENTS of the Cephalonia Crop of 1867, from 15th August to 31st December, both inclusive.

Countries to which Exported.	Ports.	Vessels Employed.		Tons.	Total.	Total for Countries.
		Steamers.	Sailing.			
Great Britain and Colonies..	Liverpool ..	11	..	2,686½	} 2,965	} 4,753
	Liverpool ..	..	3	278½		
	London ..	8	..	1,158	} 1,525½	
	London ..	..	3	437½		
	Australia ..	..	1	..	190	
Orders, destination not ascertained..	Malta ..	..	1	..	2½	
	..	..	4	..	..	526
France ..	Dunkirque ..	..	2	246	} ..	} 257½
	Marseilles ..	1	..	11½		
Holland ..	Rotterdam ..	..	2	180	} ..	} 304½
	Groeningen .	..	1	124½		
Saxony ..	Leipzig ..	1*	..	..	..	18
North German Confederation	Hamburg ..	1	..	232	} 477	} 858
	Hamburg ..	..	2	245		
	Bremen ..	..	2	..	381	
Belgium ..	Antwerp ..	..	2	..	..	264½
Russia ..	Odessa ..	1	..	..	..	15
Total..	..	23	23	..	..	6,996½

* Steam to Trieste.

Hence it will be observed that the total exports of currants from the port of Argostoli during the year amount to:—

				Tons.		lbs.
Cephalonia, 1866 crop	..	..	..	1,433	..	3,209,920
" 1867 "	..	..	..	6,996½	..	15,672,160
Morea, 1867 "	..	..	..	4,255	..	9,531,200
Total ..	..	..	..	12,684½	..	28,413,280

In the trade, 26 steamers and 37 sailing vessels were employed. Of the former 23 were English and 3 Austrian. Of the latter 22 were English, 5 Dutch, 4 Greek, 2 Norwegian, 1 Austrian, 1 French, 1 Oldenburg, and 1 Danish.

Of the entire exports, 10,947 tons, were conveyed in British, and the remainder in foreign bottoms.

With such a glut of produce in the market, buyers naturally hung back at the commencement of the season. Meanwhile a considerable fleet of steamers and sailing vessels had congregated in expectation of cargoes, several of them chartered on purpose. And as lay days were expiring, and heavy damages for detention in prospect, merchants more immediately interested were compelled to act. Prices therefore opened at 24 dollars, but speedily fell to 20 dollars; and, as the season advanced, to 18 dollars per mil.

Freights to Liverpool ranged from 30s. to 45s. per ton, the average being 37s.; to London, 40s. to 45s., average 42s. 6d. Cargoes free on board, with the usual primage of 10 per cent.

The vicissitudes of the currant trade during the last two years have been such as greatly to discourage both cultivators and dealers; and the opinion appears to prevail that a crisis is fast approaching, where the cultivators will be the primary sufferers; and next, perhaps, the Government, from diminished revenue.

During the seasons 1866 and 1867 the merchants calculate their losses at from 30 to 40 per cent. on the capital embarked. In 1866 this result may be fairly accounted for, owing to the bad quality of the fruit, which, being for the most part rain-damaged, reached the foreign market in a state of decay, which rendered it unsaleable at any but prices ruinous to the exporters. A similar result seems to have been produced in 1867 by over-production, when the quantity of fruit thrown on the market has proved out of all proportion great compared with the demand.

As regards the merchants, the first effect of their recent experience will naturally be to induce greater caution, and an abstinence from all speculation, not attended by prospects of certain gain, as also a total change in the methods adopted for ensuring a ready supply of stock for the opening market, a change which could not fail of producing increased distress among the growers, accustomed hitherto to rely on large advances in cash on the strength of the coming crop.

In the finest soils, and with the vines in full bearing, about two-fifths of an English acre of vineyard are required to produce 1,000 lbs. of marketable currants. The attendant outlay, at the most moderate calculation, amounts to 20½ dollars. On inferior soils the same extent of vineyard will only produce from 600 to 800 lbs. of dried fruit, while the expense of cultivation is, in either case, the same. It is, therefore, self-evident that, whenever prices sink as low as 21 dollars per mil, the proprietor merely covers his outlay. In the shape of rent his property yields him absolutely nothing.

One of the expedients suggested as a remedy for this untoward state of matters is to endeavour to obtain from the British Government the entire abolition of the duties on currants imported into England, where the principal, almost the only market for the article is found, and the following data are relied on as offering a valid argument in favour of the proposed scheme:—

					Duty in England, per cwt.	Consumption.	Revenue.
					s. d.	Tons.	£
1821 ..	..	..	..	..	44 0	4,757	210,000
1835 ..	..	..	..	..	22 0	9,678	213,000
1845 ..	..	..	..	..	15 9	15,489	244,000
1865 ..	..	..	..	..	7 0	40,068	280,000

From the above statement one fact clearly emerges—namely, the wise policy on the score of revenue of imposing light duties on foreign products, found from experience to afford a healthy and grateful article of subsistence to the general population. The real question at issue, however, is not that of increased British revenue, but whether, with diminished imposts, the profits of the producers have been increased, or even maintained at a remunerative rate. By reference to past statistics it will be found that consumption has invariably been commensurate with the supply; but that local prices have been regulated, not by the greater or less amount of duty in England, but by the greater or less quantity of produce brought to market. Again, in 1847 and 1867, the yields of currants in Cephalonia were equal in quantity, the duty in England being for the respective years 15s. 9d. and 7s. per cwt.; while the prices obtained by the growers for their produce was in the inverse ratio of $25\frac{1}{2}$ to 24 dollars per mil. From these data then it would appear that, however it may have tended to increase the gains, or diminish the losses of speculators, or to encourage consumption in foreign countries, from the lower rate of duty, no permanent advantage whatever has accrued to the producers in the Ionian Islands.

One fact is not to be concealed, that while the currant merchants in the islands have almost all of them succeeded in realizing considerable fortunes, the proprietors of vineyards in general have been sinking deeper and deeper into debt.

The more plausible remedy for present pressure appears to lay, not so much in the lowering of import duties in England, as in finding out new markets for superabundant produce in other countries besides Great Britain, where currants as yet scarcely figure as an article of importation. But for this, a spirit of enterprise is required, and capital, and time.

After all, the relief so much needed by the currant growers in these islands, where the capacity of production has long since reached its maximum, were the above scheme ever realized, would be at best but temporary, partial, and precarious, inasmuch as demands for an increased supply to any amount could be more readily and cheaply supplied from Continental Greece, whose more fertile soil and extensive territory afford capacities of almost unlimited production.

Considerations such as these, widely felt and understood, tend to shake the faith of the great body of Cephalonian proprietors in a more prosperous future.

Grain.—Owing to the abundant rains which fell during the early spring months, the grain crops in the island were more than usually productive. Favoured by the weather, the harvest commenced towards the middle of May, and brought a grateful relief to the famishing peasantry, who for months had been subsisting on wild herbs, with but a scanty supply of the coarsest bread.

According to the Merchant's Returns, the value of bread stuffs imported into the island during the year were:—

						£
Grain	..	..	..	..	..	136,675
Rice	..	..	..	..	..	6,400
Total	..	..	..	..	..	143,075

Oil.—Including the store reserved from the 1866 crop, the value of this article exported to England, Russia, and Turkey, amounted to 21,575*l*. Prices per barrel varied from $14\frac{6}{100}$ to 16 dollars.

Sulphur.—Although the vine disease appears to have abated somewhat on its original intensity, the application of this, the only preventive remedy is still found to be indispensable.

The value of the article imported during the year amounts to 5,787*l.*, against 9,332*l.* in 1866. The abnormal circumstances of the season, which bore so heavily on the pecuniary resources of the proprietors of every class, must be chiefly held to account for this difference. The above figures will be found to differ slightly from the Custom-house Returns.

In my last year's Report, after alluding to the havoc worked among the shipping in the roadstead of Argostoli, by the storm of the 17th December, I took occasion to hint at the still more disastrous effects of the earthquake by which the island was visited on the morning of the 4th February last.

The minuter details of this terrible event are not fitted for the pages of a commercial report. My observations shall, therefore, be limited to its effects on the economical resources and productive industry of the population of the island generally; who, in both those respects, have received a blow from which they will not speedily recover.

The amount of damage caused by the catastrophe is estimated at 2,000,000 dollars, and this sum will not appear exaggerated, when it is considered that the houses in 25 villages were either overturned from their foundations, or so shattered that they were no longer habitable with safety. The town of Lixuri, with its population of 8,000 souls, was reduced to the same deplorable condition. In Argostoli too, where the houses are of more recent erection, and more substantially built, the damage done was little less considerable, although confined to a less extensive area. The only large or valuable buildings, in fact, in the line of the first and severest shocks, which escaped uninjured, were this consulate and the English church; an instance of the merciful interposition of an All-ruling Providence too signal to be left unrecorded.

The victims of the disaster, some 300 in number, were chiefly villagers; about as many more received injuries, from the effects of which they did not recover for several months, not a few are maimed for life.

Unfortunately, all this occurred at the season when the cultivation of the vineyards has to be commenced. But, amid such scenes of domestic desolation, field work was not to be thought of. The first thoughts of the villagers were directed to the recovery of their property from the wrecks of their houses, and to preparing a temporary shelter against the early rains, which generally set in during the month of March. Hence the culture bestowed on the vineyards was in a great degree hurried and superficial; and although imperfect tillage is known from experience not to influence materially the productiveness of the vines for a single season, yet the effects of it, to a certainty, make themselves felt during the succeeding season, both in the quantity and quality of the yield.

The first impulse of numbers among the peasantry, on witnessing the wrecks of their houses, and the loss, in many instances, of their little all, was to emigrate for good, and it was only by dint of much persuasion employed by the authorities and popular individuals of the better classes, who went among them, and after seeing that liberal contributions for their relief were flowing in from all quarters, that some of them were induced to abandon their intentions; not a few, however, persisted, and many more have since followed their example, which appears in some sort to have become contagious. The movement, if carried to any very great extent, must prove permanently ruinous to the agricultural prosperity of the island.

Immediately on the intelligence of the disaster reaching Athens, the Government hastened to transmit a liberal supply of provisions of all

sorts, and of building timber and boards for the erection of huts, to shelter the houseless against the inclemency of the season.

Generous contributions of bread, biscuit and rice were supplied by the English residents in Corfu and Patras, and also by the foreign ships of war on the station, among which her Majesty's ship "Enterprise" was conspicuous.

Subscriptions in aid of prevailing distress were set on foot in all foreign ports where Greek commercial houses are established, the proceeds of which amounted to nearly 50,000 dollars. Every farthing of this sum was laid out under the superintendence of local committees in re-building, or repairing the houses of those among the sufferers who were either entirely destitute, or in circumstances to contribute only very partially to the work in hand. But the relief thus derived from charitable sources sinks into insignificance when compared with the succours, in the shape of grain and hard cash, transmitted by Cephalonians settled in the Levant, in aid of their suffering families in the island. These emigrants are chiefly from the country district, and the amount of such remittances is fixed at 600,000 dollars at the lowest calculation. Assuredly the poor were not forgotten.

Indeed, more to be pitied were the class of small proprietors, and, even of many among the higher classes, who were rigorously excluded from participating in the funds provided for the relief of the comparatively poor, or wholly destitute.

The Government came to their assistance by proposing a loan to an indefinite amount, to be filled up by subscriptions from local capitalists. With this view, an Act of the Legislature was passed, authorising the formation of a sinking fund for the reimbursement of capital and interest to the amount of 150 000 drachms (5,313*l.* sterling) annually, and for a period of 16 years if necessary. The details of the relative operations were settled by a Royal Decree. The interests of the Government were to be secured by hypothec, with right of priority, on the buildings to be reconstructed or repaired. But although the Ionian Bank came forward handsomely, offering to take a large number of shares, and various meetings of the wealthier classes were summoned in deliberation, under the presidency of the Nomarch, the bank found no imitators, and the scheme had to be abandoned. Hence from the inability of the owners to raise the necessary funds, not a few, once handsome, buildings in the towns, both of Argostoli and Lixuri, remain in a state of ruin, and many more have been patched up with dubious solidity.

Years will in all probability elapse before the traces of the memorable catastrophe of the 4th February are wholly obliterated.

BALANCE OF TRADE.

The exceptional circumstances in which the island has been placed during the current year, owing to the destructive operation of physical causes, must render any calculation respecting the balance of trade, as compared with the past, merely approximative.

According to the Customs Returns, the gross imports amount to 329,537*l.* 4*s.* 11*d.*; the gross exports amounted to 202,878*l.* 6*s.* 0*d.*; leaving an adverse balance of 126,658*l.* 18*s.* 11*d.*, against 50,492*l.* 10*s.* 6*d.* in 1866. But it is to be observed that the imports are swelled to an unusual amount by the immense quantity of building materials of every sort and kind employed in repairs.

In calculating the amounts on which local duty was leviable, in

name of revenue, on gross imports, the following sums have to be deducted:

	£	s.	d.
Morea Currants landed in Bond	36,623	7	8
Grain, Re-exported, landed in Bond	31,416	13	4
Sundries landed in Bond (A)	8,032	13	1
	76,072	14	1
Which deducted from value of gross Imports	329,537	4	11
Leaves net balance	253,464	10	10

Again, as regards the exports:—

	£	s.	d.	£	s.	d.
From the gross amount				202,878	6	0
Have to be deducted:—						
Morea Currants exported in Bond	36,623	7	8			
Cereals exported in Bond ..	31,416	13	4			
Sulphur	3,497	0	0			
				71,537	0	0
Amount of Exports on which duty was leviable ..				131,341	6	0

So that on the movement of the port during the year we have:—

	£	s.	d.
Imports on which duty was leviable	253,464	10	10
Exports	131,341	6	0
Total	384,805	16	10

Assuming that the above calculations are correct, it would require an average impost of 17 per cent., leviable alike on imports and exports, to equalise the Customs revenue, according to present returns, with that under the British Protectorate.

The following Tables show the imports and exports at the Island of Cephalonia, during the year 1867.

Fire-arms	25	..	..	..	..	..	2,548	..	..	..	124,925	5,336	192 13
Rice ..	..	..	3,217	2,895	2,895	2,895	2,895	..	..	..	17,372	11,513	4,026 17
Pulse ..	..	..	346	842	842	842	275	..	..	..	17,372	11,513	412 1
Salt and Dried Pro- visions ..	..	..	43,080	44,235	44,235	44,235	44,235	..	..	..	197,230	253,564	9,156 9
Orockery ..	2,283	6,659	1,780	36	36	140	140	..	..	..	627	11,309	408 7
Wine and Spirits ..	162	18	30	330	330	595	595	..	..	..	1,246	1,435	51 16
Gunpowder ..	..	..	989	..	..	..	..	..	..	..	..	6,849	247 6
Soap ..	..	..	990	..	..	..	..	..	..	..	..	32,727	1,181 16
Iron, unwrought ..	..	..	1,368	9,818	9,818	5,726	5,726	..	..	27,189	18,981	35,264	1,273 8
" wrought ..	3,247	..	6,161	..	..	1,160	1,160	..	..	..	..	39,157	1,414 0
Ropes ..	..	..	92	52	52	130	130	..	..	..	..	13,426	484 16
Cheese ..	..	..	8,568	..	..	..	..	..	..	1,445	4,272	11,701	422 10
Glass ..	..	..	150	630	630	630	630	..	..	..	..	14,516	524 3
Cotton Cloth ..	564	..	16,904	16,146	16,146	66,814	66,814	..	..	..	45,619	222,091	8,019 19
Ordinary Cloth ..	..	..	639	5,310	5,310	40,359	40,359	..	..	..	10,421	64,001	2,311 3
Calicos, printed ..	..	..	2,017	9,382	9,382	80,379	80,379	..	..	..	19,439	184,378	6,658 1
Other sorts ..	..	..	820	2,418	2,418	13,254	13,254	..	..	..	3,061	18,498	667 19
Other Cotton Stuffs ..	..	..	43,490	4,027	4,027	32,028	32,028	..	..	..	22,777	156,298	5,644 1
Linen, all sorts ..	..	..	3,990	1,599	1,599	12,930	12,930	..	..	..	5,883	31,222	1,131 1
Woollen Stuffs ..	..	..	207	5,085	5,085	58,195	58,195	..	..	..	7,465	113,277	4,090 11
Silk in general ..	..	..	424	..	..	2,550	2,550	..	..	..	..	20,119	726 10
Gold Stuffs ..	..	..	..	..	..	..	..	..	..	..	..	2,660	96 1
Other varieties ..	..	..	169	75	75	1,490	1,490	..	..	..	1,727	14,803	534 11
Ready-made Dresses ..	..	..	293	30	30	742	742	..	..	..	..	4,413	159 7
Medicines ..	..	..	700	..	..	1,200	1,200	..	..	..	..	21,736	784 18
Caviar ..	..	..	6,836	1,375	1,375	8,330	8,330	..	..	..	5,128	30,960	1,118 0
Copper, wrought ..	..	..	18	..	..	..	..	..	..	..	..	8,601	310 11
Zinc ..	..	..	..	..	..	..	..	..	..	..	..	3,974	143 10
Paper in general ..	..	..	213	..	..	5,508	5,508	..	..	..	..	38,961	1,406 18
Currants ..	..	..	..	..	..	2,351	2,351	..	..	..	..	1,014,108	36,620 11
Other manufactures ..	..	..	1,461	..	..	45,432	45,432	..	..	..	..	59,463	2,117 5
National products ..	870	..	13,127	..	..	48,967	48,967	..	..	..	..	185,967	6,715 9
Total ..	16,475	..	223,550	..	..	1,009,368	1,009,368	..	..	..	..	8,431,962	..
Drachms	..	..	..	..	..	..	..	..	..	..	..	..	..
£	..	..	8,072 13 1	..	..	36,449 7 11	36,449 7 11	..	..	..	..	..	304,487 10 4

Imports during the Year 1867—continued.

PORT OF LIXURI.

Names of Articles.	England.		Italy.		Austria.		Turkey.		Total.		Value in Sterling.
	Quantity	Value in drachms.	Quantity	Value in drachms.	Quantity	Value in drachms.	Quantity	Value in drachms.	Quantity	Value in drachms.	
Coffee	..	..	324	780	..	182	..	..	324	962	£ s. d. 34 14 9
Timber for house- building	..	..	42,123	69,216	..	..	..	..	72,123	69,216	2,499 9 4
Rice	..	..	9,188	9,233	..	..	..	..	9,188	9,233	333 8 3
Cereals	..	..	480	240	..	..	..	..	480	240	8 13 4
Crockery	..	..	194	2,545	..	..	..	..	194	2,545	91 18 1
Paper	..	..	1,030	1,076	..	..	..	..	1,030	1,076	38 17 2
Cattle, small ..	..	..	..	..	..	..	213	2,063	213	2,063	74 9 11
Other Manufactures ..	..	..	..	2,891	..	..	..	..	2,891	2,891	104 7 11
Natural produce ..	..	..	..	..	..	..	..	..	..	..	..
Total .. { Drachms	..	..	..	85,981	..	182	..	2,063	..	88,226	..
£	..	..	..	3,104 17 5	..	6 11 5	..	74 9 11	..	..	3,185 18 9

Imports during the Year 1867—*continued*.

PORT OF ASSOS.

Names of Articles.	England.		Italy.		Turkey.		Greek Provinces.		Total.		Value in Sterling. £ s. d.
	Quantity	Value in drachms.	Quantity	Value in drachms.	Quantity	Value in drachms.	Quantity	Value in drachms.	Quantity	Value in drachms.	
Cereals kilos.	..	..	..	..	900	3,850	..	..	900	3,850	139 0 6
Cattle, large No.	..	..	..	..	374	44,476	333	40,000	707	84,476	3,050 10 6
„ small „	..	..	..	..	3,484	43,434	4,000	49,820	7,884	93,254	3,367 10 2
Timber (housebuilding) pieces	..	..	..	..	90	157	..	..	90	157	5 13 4
Salt and Dried Pro- } oke visions ..	..	..	..	..	800	1,362	..	..	800	1,362	49 3 8
Crockery „	..	..	..	..	..	60	..	..	..	60	2 3 4
Drachms											
Total {	..	..	..	..	..	93,339	..	89,820	..	183,159	..
£	..	..	..	..	..	3,370 11 6	..	3,243 10 0	..	..	6,614 1 6

Imports during the Year 1867—*continued.*

PORT OF SAMOS.

Names of Articles.	England.		Italy.		Turkey.		Greek Provinces.		Total.		Value in Sterling. £ s. d.
	Quantity	Value in drachms.	Quantity	Value in drachms.	Quantity	Value in drachms.	Quantity	Value in drachms.	Quantity	Value in drachms.	
Cereals kilos.	..	..	..	..	5,100	17,202	..	..	5,100	17,202	621 3 8
Furniture pieces	..	..	..	..	..	150	..	..	..	150	5 8 4
Salt and Dried Pro- visions } okes	..	..	..	..	47	81	..	..	47	81	2 18 6
Tin "	..	..	..	..	..	60	..	..	..	60	2 3 4
Cheese.. .. "	..	..	..	..	1,200	1,432	..	..	1,200	1,432	51 14 2
Total .. } Drachms	..	..	..	..	..	18,925	..	..	..	18,925	..
	..	..	..	..	..	683 8 0	..	..	..	..	683 8 0

Imports during the Year 1867—*continued*.

RECAPITULATION.

							£	s.	d.	
Danubian Principalities	..	..	..	..	..	..	76,432	6	2	
Russia	..	..	..	..	..	..	42,096	9	9	
England	..	..	..	..	..	..	38,097	17	5	
Italy ..	..	..	..	..	..	..	29,999	11	2	
Turkey	..	..	..	..	..	..	25,227	12	3	
Austria..	..	..	..	..	..	..	20,899	14	9	
France	..	..	..	..	..	..	594	18	7	
Greek Provinces	..	..	..	{	<i>a</i>	..	8,072	13	1	
					<i>b</i>	..	46,179	17	11	
					<i>c</i>	..	41,936	3	10	
Total						..	..	£329,537	4	11

a Foreign Products landed in Bond.*b* Foreign Products Cleared.*c* National Products Cleared.

EXPORTS during the Year 1867.

Names of Articles.	England.		Russia.		Austria.		Italy.		Turkey.		France.		Danubian Provinces.	
	Quantity.	Value in drachms.	Quantity.	Value in drachms.	Quantity.	Value in drachms.	Quantity.	Value in drachms.	Quantity.	Value in drachms.	Quantity.	Value in drachms.	Quantity.	Value in drachms.
Olive Oil ..	1,101	85,878	2,586	201,708	..	..	..	..	2,994	233,532	..	..	51	3,978
Cephalonia Currants ..	15,002,246	2,070,360	105,769	14,592	..	..	..	..	..	..	40,968	..	..	..
Morea Currants ..	8,706,857	940,340	61,667	6,660	..	..	..	..	..	..	296,830	..	..	..
Wine and Spirits ..	..	..	..	1,838	..	..	..	280	..	4,272	..	..	..	52
Leather, unwrought ..	..	..	..	..	..	..	..	..	..	375	..	..	..	..
Cheese ..	..	..	..	..	..	10,029	..	46	..	12,123	..	..	..	1,568
Linseed ..	33,467	11,121	..	..	..	376	..	..	..	..	..	..	..	..
Casks and Barrels ..	106,148	324,332	1,358	13,444	..	..	..	..	300	18,040	1,216	3,648	..	..
Sulphur ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Local Manufactures and other } Produce ..	..	..	..	2,638	..	51	2,025	..	..	6,751	..	..	..	..
Cereals ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cereals ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total ..	..	3,431,977	..	240,880	..	10,456	2,351	..	..	275,093	44,616	..	..	5,598

Exports during the Year 1867—*continued.*

Names of Articles.	Holland.		Belgium.		United States.		Other Countries.		Greek Provinces.		Total.		Value in Sterling.
	Quantity.	Value in drachms.	Quantity.	Value in drachms.	Quantity.	Value in drachms.	Quantity.	Value in drachms.	Quantity.	Value in drachms.	Quantity.	Value in drachms.	
Olive Oil .. barrels	..	..	..	..	..	..	..	..	67	5,226	6,799	530,322	£ 19,150
Cephalonia Currants lbs.	1,206,110	166,445	822,302	113,478	509,164	54,990	1,264,538	174,504	..	..	18,697,795	2,580,293	s. 10
Morea Currants ..	..	..	..	..	..	..	112,925	12,196	..	..	9,390,613	1,014,186	d. 4
Wine and Spirits ..	..	..	..	..	..	..	..	..	..	8,863	..	15,305	36,623
Leather, unwrought ..	..	..	..	..	..	..	..	..	..	12,659	..	23,063	552
Cheese ..	..	..	..	..	..	..	..	..	..	5,217	..	19,330	13
Linseed ..	..	..	..	..	..	..	..	..	..	..	..	11,121	832
Casks and Barrels ..	5,384	16,152	3,671	11,013	2,273	6,819	6,149	18,447	..	6,819	33,467	418,714	16
Sulphur ..	..	..	..	..	..	..	..	..	2,273	99,840	129,375	96,840	7
Local Manufactures ..	..	..	..	..	..	..	..	..	358,721	..	358,721	..	0
and other Produce ..	..	..	..	..	..	..	..	..	..	24,530	..	35,995	401
Cereals .. } kilos.	..	..	..	..	..	..	..	..	..	870,000	108,750	870,000	11
Total drachms	..	182,561	..	124,491	..	61,809	..	205,147	..	1,030,154	..	5,615,169	1,299
													s. 16
													d. 4
													6
													8
													0
													5
													13
													6

Cephalonia, October 1, 1868.

FRANCE.

ALGERIA.

General Report by Mr. Consul-General Playfair on Algeria, for the Years 1867-1868.

DURING the past year I have frequently been applied to for information as to the state of Algeria, with reference to its resources as an agricultural colony ; and this Report has been framed as much to give information to those whose attention may have been directed towards this question, as to satisfy the requirements of Her Majesty's Government regarding the maritime trade of the colony.

During 1867, and up to the present date, with the exception of a few acts of violence on the extreme east and west frontiers, which neither the Emperor of Morocco nor the Bey of Tunis were able to prevent, perfect tranquillity has reigned throughout Algeria. That portion in which European colonisation exists has been free from even the fear of disturbance ; and, thanks to the late abundant harvest, its condition is far more satisfactory than it has been for the three previous years.

So much cannot be said for the Arab territory. Three consecutive years of drought, preceded by two years of insurrection, and accompanied by invasions of locusts, cholera, typhus, and cattle disease, produced amongst the native population intense suffering, which has only temporarily ceased with the harvest.

Great efforts have been made to aid them ; work has been offered, too often in vain ; subscriptions have been collected, not only in Algeria and France, but throughout Europe ; charitable institutions have been opened and maintained in every European centre, both by the clergy and laity ; and, lastly, a credit of 2,400,000 francs has been conceded by the State.

No doubt the natives are in a better condition now than they were at this time last year. Scattered tribes have been reunited, and the unfortunates collected in the various asylums have been taken by their friends ; but winter is at hand, and there is much reason to fear that, owing to the small quantity of land sown, the mortality which will surely arise amongst them will be very great.

Still the past year has, on the whole, been a favourable one ; the harvest everywhere has been good, as far as it goes ; the importation of immense quantities of cereals has greatly lowered the price of grain ; and the Government has laid in large stores from which to aid the native population during the coming winter.

I now proceed to give, incorporated with the ordinary trade statistics for 1867, such remarks upon the resources and government of Algeria as appear to me calculated to interest those who seek information regarding them.

It is not my intention to enter into the question of the climate of Algeria, or its suitability as a winter residence for invalids. Much interesting information on the former subject has been collected by the Committee appointed by the War Office to inquire into the causes of the reduced mortality in the Army, which is now less than one-sixth of what

it was during the years immediately following the conquest. This Report has been already presented to Parliament, and merits careful attention.

His Majesty the Emperor, being desirous of ascertaining personally the state and requirements of the colony, paid a visit, in the summer of 1865, to all the three provinces.

On the 20th June, a few days after his return to Paris, His Majesty addressed to the Maréchal de M'Mahon, Duc de Magenta, Governor-General of Algeria, a letter in which he exposed the measures which appeared to him to be necessary to secure the political aims of France in Algeria.

This letter has been published, and is widely circulated. I will not venture on a *resumé* of it, but I will summarise, as briefly as possible, the result of the measures taken to carry out His Majesty's suggestions.

Senatus Consultum.—The first and most important was the application of the *Senatus Consultum* of the 14th July, 1865. This put at rest the doubts that had arisen regarding the status of natives, both Mahomedan and Israelite: they are thereby declared *French*, and admissible to all the grades in the Army and Navy, and to many posts in the civil service of the State; nevertheless they retain their personal status till by their own free and spontaneous act they claim the title and prerogatives of French citizens by placing themselves completely and absolutely under the civil and political laws of France. To this end the formalities regarding naturalization have been rendered as simple as possible, and foreigners may become naturalized after a residence of three years in Algeria.

These changes have shown the necessity for very considerable modifications in the method of administering the indigenous population; and in accordance with a decree of the Governor-General, dated 20th May, 1868, a municipal organization has been introduced into military territory—that is to say, in places with an European population not sufficiently compact or dense to form a regular commune, but where Europeans are sufficiently numerous to warrant their being entrusted with a certain amount of self-government, so as to prepare them and the natives who live alongside of them for subsequent more complete municipal government.

Seventeen communes of this nature have thus been created throughout Algeria, the aggregate population of which is as follows:—

French	..	..	..	2,758
Foreigners	..	..	..	1,112
Israelite	..	..	..	1,289
Mahommedan	..	..	..	33,380
Total	..	..	..	<u>38,539</u>

Up to the 1st January, 1868, the delimitation and repartition of tribal property has been carried out as follows:—

In the province of Algeria	..	..	..	over 1,640,627 acres.
" " Oran	..	..	..	" 3,183,065 "
" " Constantine	..	..	..	" 3,323,028 "
Total area in acres	..	..	..	<u>8,143,720</u>

Commercial Law.—The Emperor thus stated his views relative to the commercial regime of Algeria:—"Declare all the ports free, suppress all Custom-houses, and only keep the *octroi de la mer* as municipal revenue."

The following Laws have carried out this programme, as far as is immediately possible :—Law of 19th May, 1866, regarding the mercantile marine, Article 8, *et seq.* ; Imperial Decree of 8th June, 1866, for the execution of this Law ; and the Law of the 17th July, 1867, on the commercial regime of Algeria.

Raw and manufactured goods, which enter France free of duty, have the same privilege in Algeria. Tonnage duties on foreign shipping are abolished, free navigation is permitted, the coasting trade is thrown open, differential duties are abolished, and the prohibition against the importation of foreign refined sugar is removed. Algerian products may enter France free of duty, and the same privilege is accorded to French products in Algeria, sugar excepted. All frontier Custom-houses have been abolished.

Banks.—The Emperor further adverted to the necessity of multiplying and developing institutions of credit in the colony. The Bank of Algeria, with its branches at Oran and Constantine, transacted business to the following extent :—In 1865, 3,132,985*l.* ; in 1866, 3,853,188*l.* ; and in 1867, 3,900,132*l.* ; while the dividends on each share of 500 francs, for the same periods, were respectively 60, 62, and 63 francs. Another branch has been opened at Bône.

The establishment of a Credit Foncier is owing to the Imperial Decree of the 14th January, 1866 ; and the Society commenced operations in the following year. The total amount of loans effected from that time till the 31st of August last amounted to 629,366*l.*, being an average of upwards of 2,000,000 francs per annum.

The system of granting loans on property, adopted by this Company, has the advantage of avoiding the difficulties and expense of frequent renewals of mortgage, by requiring an annual payment which gradually extinguishes the debt. At the same time it does not deprive him of the right of paying as much more from time to time as may suit his convenience, thus constituting a sort of debtors' savings bank.

A new institution has recently been formed, called the "Société Générale Algérienne," the object of which is to procure capital and to open credits for agricultural, industrial, and commercial operations in Algeria. It has a capital of 100,000,000 francs (4,000,000*l.* sterling), and amongst other engagements it undertakes to place at the disposition of the State a further sum of 100,000,000 francs, to be devoted to works of public utility, consisting of roads, ports, railways, canals, and irrigational works. The execution of these works is to extend over a period of six years, and the sum is to be advanced in six annual payments. The following is a statement of the works which it is intended to execute with the loan :—

	£
Ports and lighthouses	1,442,600
Roads	1,883,720
Drainage and irrigational works	456,680
Planting forests and trees	120,000
Surveys and contingencies	97,000
Total	<u>4,000,000</u>

The Government has assigned to this Company 100,000 hectares of land (250,000 acres), principally in the province of Constantine, on lease for 50 years, at the rate of 1 franc per hectare per annum ; and the Company is prepared to assign this to intending colonists on very reasonable terms.

It is more easy to speak of the aims and objects of this Company

than of the actual results of it; but whatever these may be, it is quite certain that it has not succeeded in gaining the confidence of the Algerian public.

Population.—In the latter half of 1866 a census of Algeria was taken, the result of which was as follows:—

	Persons.
Residing in civil territory and centres of colonization	469,040
"Population en bloc"	17,232
Native tribes under military government	2,434,974
Total	2,921,246

The European population was thus divided:—

French born or naturalized	122,119
Spaniards	58,510
Italians	16,655
Anglo-Maltese	10,627
Germans	5,436
Other nationalities	4,643
Total	217,990

These figures do not include the army, or the population returned as "en bloc."

Amongst the Europeans were 117,947 males, and 100,043 females; and they are thus divided according to provinces:—Algiers, 89,588; Oran, 71,523; Constantine, 56,879.

These, compared with the totals of their respective nationalities, give the following proportions:—

	Per Cent.
French	56
Spanish	26
Italians	7
Maltese	5
Germans	3
Others	3

The number of Europeans returned "en bloc" amounted to 8,616.

The native population was as follows:—Israelite, 33,952; Mahommedan, 2,652,072; making a total of 2,686,024.

The Mussulman population was thus distinguished:—In civil territory and centres of colonization in military territory, 217,098; in military territory, 2,434,974.

COMPARISON with Census of 1861.

Nationality.	1866.	1861.	Increase.	Decrease.
French	122,119	112,229	9,890	..
Foreigners	95,871	80,517	15,354	..
Israelites	33,952	28,097	5,855	..
Mahommedan	2,652,072	2,732,851	..	80,779
"En bloc"	17,232	13,142	4,090	..
Total	2,921,246	2,966,836	35,169	80,779

Some attempt has been made to account for the striking decrease of the aboriginal races by questioning the authenticity of the statistics. It is manifestly impossible to collect these with absolute certainty amongst

nomade tribes, nevertheless there is too much reason to fear that the inevitable result of barbarism coming into contact with civilization is being rapidly accomplished; and since these statistics were completed, war, pestilence, and famine have combined to swell the number by which the Arab population has decreased.

Colonization.—The system of giving gratuitous concessions of land, to which is due the creation of nearly all the agricultural centres of population, no longer exists. To give for nothing what the recipients could immediately sell, and at a profit to them, whatever the price realised, was to depreciate the value of land and paralyse important operations. In consequence of this an Imperial Decree was issued on the 31st of December, 1864, which substituted for concessions the system of selling Crown lands at fixed prices. This was expected to attract a current of emigration more rapidly than the system of concessions had done, but hitherto it does not seem to have been attended with any marked result.

The price of each lot is fixed by the Governor-General in Council, according to estimates made on the spot by competent officers.

The various descriptions of land are classed as follows :—

1st Class.—Land of the first quality, irrigable, fitted for high cultivation, and the establishment of hydraulic machinery.

2nd Class.—Land of the second quality, arable, fitted for pasturage.

3rd Class.—Land of the third quality, middling soil, suitable for cattle runs.

4th Class.—Land of the fourth quality, bad, soil rocky, access difficult, &c.

At least two months before the sale it is publicly announced, and it continues to be announced till all the lots are exhausted. During this period, the notice, the plans, and list of lots, are deposited in the office of the Receiver of Domains. If several persons wish the same lot, it is then put up to public outcry.

Such sales become definitive by the simple process of the contract, and require no administrative ratification. The following are the most important points in the agreement :—

1. Payment to be made by annual instalments, the first being payable at the moment of the sale. Registration is made at the expense of the acquirer, who receives his title within a month.
2. The purchaser is put in possession on payment of the first instalment.
3. No charge is made for the valuation of the land.
4. The sale is cancelled in case of non-payment of the instalments.
5. The legal rate of interest is payable on the instalments not paid at once. This rate was originally fixed at 10 per cent., but it has since been reduced to 5 per cent.

This system was only commenced in 1866. During that year, 33,825 acres of land were sold, and realised 36,718*l.* During 1867 the sales only amounted to 12,750 acres, valued at 3,563*l.*

Zone of Colonization.—According to the “*Senatus Consultum*” of the 22nd April, 1863, transactions regarding land between natives and Europeans are henceforth entirely free, in the tribes where the land is *melk*, or freehold.

A certain portion of the colony, however, has been marked off, and styled “*The Zone of Colonization*”; and it is there that the Government will, for the present, concentrate all the means in its power for encouraging colonization. There will be expended the credits allowed for works of public utility; there will be constructed railways, roads, and

irrigational works ; there the Government will employ the resources granted to it by the budgets for the promotion of colonization ; and will render assistance towards the erection of churches, schools, &c., whenever a centre of population may be created. In a word, there European enterprise will find complete liberty of action, certain protection, and every reasonable assistance. This zone of colonization has an area of about 3,160 square leagues.

The most important event during 1868, as regards colonization, was the Commission of Enquiry sent to Algiers by the Emperor, which was held in July under the presidency of M. le Comte Lehon, Member of the Corps Legislatif. He visited all the centres of habitation, and put himself in direct communication with the inhabitants. No doubt is entertained that the most valuable information, as to the state and requirements of the colony, has thus been collected.

It is certain that profound dissatisfaction exists regarding the system of government in the colony ; and until the more pressing of the colonists' demands are complied with, there will probably be no great impetus to colonization. The points chiefly demanded are representation in the Corps Legislatif, election to the Councils by universal suffrage, trial by jury, the immovability of the magistrature, and generally the suppression of military government and the bureau Arab.

In perusing the foregoing statistics of the population and colonization of Algeria, which I have given of course on the authority of French official documents, one cannot fail to remark and deplore the entire absence of distinction drawn between the two great sections of the native population, the Arab and the Kabyle. The one is what he ever has been since the days of Ishmael, unchanged and unchangeable, a nomade whom it is hopeless to attempt to reclaim from his native barbarism. The other is the true descendant of the ancient inhabitants of Mauritania, once sufficiently powerful to keep Rome herself in check ; and though now a refugee in the mountains of the Sahel, essentially an agriculturalist, and one of the most hopeful elements in the future of Algeria.

AGRICULTURE.

During the year 1866-67, Algeria had to pass through one of those phases rare in history. The harvest of that year was almost entirely destroyed by drought ; and famine, with its attendant horrors of disease and death, was the inevitable result. It is believed that no fewer than 200,000 natives perished ; and there is too much reason to fear that during the winter now approaching there will be a recurrence of abnormal mortality.

Fortunately the harvest of 1867-68 has been everywhere abundant, as far as it went, though much less than the average quantity of land has been under cultivation.

The following agricultural statistics refer only to the province of Algiers :—

Cereals.—About 80,000 quarters of grain have been produced, which, though much less than the average quantity, is an increase of about 44,000 quarters over the returns of the previous season. It is hoped that this will be sufficient for the requirements of the province, being at the rate of nearly a quarter per head of the population.

Cotton.—Hardly any cotton has lately been cultivated in Algeria. The previous bad harvests made it obligatory on the colonists to devote their land principally to the cultivation of cereals ; and in the province of Algiers, during 1867, only 50 acres, producing 8,786 lbs., were planted.

Flax.—The cultivation of flax continues to increase. This year 4,370 acres were devoted to it, being an increase of 1,710 above the past

year. The produce amounted to 2,512,838 lbs. of linseed, 3,529,988 lbs. of straw, and 210,653 lbs. of flax.

Tobacco.—The damage caused two years ago by the locusts deterred many colonists from planting tobacco; nevertheless the amount produced in 1867 surpassed that of 1866 by 293,836 lbs., valued at 5,783%.

Oil-seeds.—The superficies sown in Algiers with colza and other oil-producing plants was about the same in 1867 as during the previous year; 1,760 acres produced about 9,680,000 lbs. of oil-seeds.

Olives.—The olive crop of Kabylia has been below the average, but the price of the oil is maintained at from 2s. 7d. to 3s. 1d. per imperial gallon. About 1,105 mills are employed in expressing the oil, of which not more than 20 have proper machinery.

Vines.—The vine disease shows a tendency to disappear in Algiers. The superficies planted in 1867 was 19,377 acres, or 4,297 acres more than the previous year. This produced 880,000 imperial gallons of wine, besides a large quantity of fruit sold in a fresh state.

Silk.—Notwithstanding the disease which destroyed the silkworms in 1867, 95 persons engaged in rearing them realised 7,656 lbs. of cocoons, the average price of which was about 3s. 5d. per lb.

Oranges.—A violent storm in the vicinity of Algiers did great injury to the orange crop of 1867, especially in the vicinity of Blida, so that the crop was little more than sufficient for local consumption, and hardly anywhere exported. The present year's crop does not appear to be a fine one, but the number of plantations is being constantly increased.

Forests.—The question of the conservancy of forests in Algeria, and of increasing the extent of forest land, is one of the utmost importance. The influence of forests on climate is not now a matter of theory, and Algeria does not possess nearly enough to ensure a due amount of moisture for the fertilization of the soil.

In the province of Algiers the area of forest land is not more than 750,000 acres, or 7 per cent. of the entire superficies, whereas the average amount in Europe is not less than 20 per cent.

Under any circumstances, then, it would be the duty of the State to guard the existing forests with jealous care. How much more is some scheme of protection necessary when we consider that not only have immense tracts of land been burnt through malevolence or accident; but yearly the Arabs pursue the wasteful system handed down to them from remote antiquity, of ravaging whole districts for the temporary improvement of their pasturage, and of procuring land to cultivate.

The question of indemnity to be made to the holders of concessions whose forests have been destroyed by fire by the Arabs has at length been settled. A Decree of the 7th August, 1867, ordains that cork forests belonging to the State, now held on lease for 90 years, may be made over in freehold to concessionaires on certain terms; one-tenth of each concession being reserved to compensate the natives for any rights they may possess in them. Those whose forests have been entirely burnt will receive the land gratuitously; those whose forests have only been injured will receive one-third gratuitously, and they may purchase the remainder on reasonable terms.

FINANCE.

The financial constitution of Algeria provides for four classes of budgets:—

1. The State or Governor-General's.
2. Provincial budgets.
3. Communal budgets.
4. Budget of the additional centimes of the Arab tax.

The first is prepared each year by the Governor-General, assisted by the Superior Council; the second by the General Commanding the province and the Prefect in concert: it is presented by the former to the General Council, and after deliberation, then the amount is settled by Imperial Decree.

The communal receipts consist of—

1. Taxes authorised for each commune.
2. The share of each in the *octroi de la mer*.
3. Contributions made from the provincial budgets, and their share of the loan from the Société Générale Algérienne, to be devoted to works of drainage and irrigation.

In addition to these there are local budgets in places not erected into communes. These are prepared in civil territories by the Prefect, and in military by the Commandant.

The budget of the additional centimes, established in military subdivisions, are the result of the additional centimes added to the Arab-taxes on produce and cattle, which are entirely devoted to works of public utility.

SEA OCTROI.

The sea octroi is collected at the various Custom-houses, and is thus disposed of:—

Three per cent. on the gross collections is paid into the Treasury as costs of collection, &c., and the balance is apportioned in the following manner:—

1. Four-fifths amongst the communes and the localities not erected into communes, in proportion to their population, the natives only counting as one-tenth of their actual number.
2. One-fifth of the provincial budget for the expenses of public assistance.

It is proposed to augment considerably the rates of duty charged on the importation of goods, and to modify the distribution of the proceeds; but this subject is still under discussion.

Of the three provinces, Algiers is financially in the most unfortunate condition. The Prefect, in opening the session of the Council-General for 1868, expressed his deep regret that it was such as to threaten completely to arrest the regular course of the administration, unless the State rendered some assistance. While hoping that the revenues, depressed by the calamities of several successive bad years, would recover their natural buoyancy, he expressed his conviction that the topography of the province, with its large zone of colonization and limited extent of Arab territory, was an invincible barrier to any notable increase.

Being therefore unable, in spite of the common fund contributed by the three provinces, to effect an equilibrium of receipts and expenditure, and seeing the deficit becoming every year more formidable, the Council-General of the Province has determined to augment the *octroi de la mer*. Oils are to be charged, on importation, 5 francs; fruits, 2 francs; leather and leathern ware, 3 francs; cotton cloth, 3 francs per 100 kilos.; while woollen goods are to pay 4 francs, and linen and silk 5 francs per cent.

COMMERCE.

The following is a statement of the merchandise imported into and exported from the entire colony in 1867:—

Imports.

Articles.							Quantities.
Salt meat	..	..	..	..	..	cwt.	1,173
Lard..	..	..	..	..	..	..	1,263
Cheese	..	..	..	..	..	..	20,273
Fish	..	..	..	..	..	..	896
Flour	..	..	..	..	..	..	29,004
Rice..	..	..	..	..	..	..	5,162
Potatoes	..	..	..	..	..	..	13,941
Dried vegetables	..	..	..	..	..	..	10,606
Fruit	{	Fresh	..	..	..	..	11,119
	{	Dry	..	..	..	..	3,150
	{	Oil producing	..	..	..	..	1,790
Sugar	{	Raw	..	..	..	..	1,850
	{	Refined	..	..	..	..	11,318
Coffee	..	..	..	..	..	..	4,548
Tobacco, unmanufactured..	..	..	..	..	..	..	1,634
Oil	{	Olive	..	..	..	..	619
	{	Sesame	..	..	..	..	3,824
Timber	{	Rough	..	..	..	cubic yds.	19,318
	{	Sawn	..	..	..	running yds.	3,205,782
Materials for building	..	..	..	..	..	£	92,828
Coal..	..	..	..	..	..	tons	27,179
Cast-iron and steel..	..	..	..	..	..	cwt.	19,577
Soap, common	..	..	..	..	..	..	5,978
Stearine	..	..	..	..	..	..	882
Wine	..	..	..	..	..	Imp. galls.	9,411,422
Brandy and spirits	..	..	..	..	..	..	500,511
Pottery	..	..	..	..	..	cwt.	1,566
Porcelain	..	..	..	..	..	..	2,628
Glass and Crystal	..	..	..	..	..	£	43,090
Cloth	{	Cotton	..	..	..	..	1,544,296
	{	Linen	..	..	..	..	177,486
	{	Woollen	..	..	..	..	340,442
	{	Silk	..	..	..	..	121,247
Paper and millboard	..	..	..	..	..	cwt.	2,262
Leather and leather goods	..	..	..	..	..	£	527,308
Metal work	..	..	..	..	..	..	270,989

Exports.

Articles.							Quantities.
Horses	..	..	..	..	..	head	1,619
Cattle	..	..	..	..	..	..	30,309
Sheep	..	..	..	..	..	..	289,164
Leeches	..	..	..	..	..	..	824,000
Hides	..	..	..	..	..	cwt.	54,783
Wool	..	..	..	..	..	..	103,725
Silk	..	..	..	..	..	..	90
Wax	..	..	..	..	..	..	860
Tallow	..	..	..	..	..	..	6,023
Fish, salt	..	..	..	..	..	..	16,094
Coral	..	..	..	..	..	..	572
Bones, horns, and hoofs of cattle..	..	..	..	..	..	..	36,017
Cereals	{	Wheat	..	..	..	quarters	16,355
	{	Barley	..	..	..	..	2,220
	{	Flour	..	..	..	sacks	5,080
Bread and biscuit	..	..	..	..	..	cwt.	3,571

Exports—cont.

Articles.							Quantities.
Vegetables	{	Dry ..	..	..	..	.. cwt.	6,635
		Green ..	..	..	..	.. "	16,839
Fruit ..	{	Dry ..	..	..	..	.. "	9,443
		Fresh ..	..	..	..	.. "	14,009
Tobacco ..	{	Raw ..	..	..	..	.. "	30,624
		Manufactured ..	..	..	..	.. "	6,846
Oil, olive ..		..	..	..	..	.. "	64,636
Cork ..		..	..	..	..	.. "	17,646
Reeds ..		..	..	..	..	.. "	81,110
Cotton ..		..	..	..	..	.. "	7,512
Fibre ..		..	..	..	..	.. "	43,566
Palm leaves ..		..	..	..	..	.. "	41
Forage ..		..	..	..	..	tons	1,234
Rags ..		..	..	..	..	£	20,622
Ores ..	{	Copper ..	..	..	..	tons	475
		Lead.. ..	..	..	..	"	1,221
		Iron.. ..	..	..	..	"	84,450

A comparison of the foregoing Tables with the imports and exports of the province of Algiers for the first half of 1868, gives very significant results, and tends to show that there will be a considerable increase during the entire year.

So much grain has been imported, principally from Sicily, that the market is actually overstocked; and some vessels, after having landed one cargo of cereals, have shipped another for exportation.

The increase in the items of barley and wheat alone, imported during the first half of 1868, compared with the corresponding portion of 1867, is upwards of 2,900,000 quarters, of which more than 300,000 quarters have been re-exported.

The following summary of the finance and trade of Algeria every tenth year since 1830, will show that the colony has really made rapid progress, notwithstanding its recent misfortunes:—

Years.				Finance.		Trade.	
				Receipts.	Expenditure.	Imports.	Exports.
				francs.	francs.	francs.	francs.
1830 ..	..	..	..	250,059	18,000	5,000,000	1,500,000
1840 ..	..	..	..	5,610,706	7,206,372	31,700,000	2,500,000
1850 ..	..	..	..	19,632,271	27,959,358	87,900,000	6,700,000
1860 ..	..	..	..	38,908,900	39,471,729	194,700,000	49,000,000
1865 ..	..	..	..	42,221,927	47,470,863	175,200,000	100,000,000

The aggregate amount of every year, from 1830 to 1865, both inclusive, was—

Francs ..	..	..	701,172,568	760,993,908	3,009,800,000	763,700,000
Excess of Expenditure ..	..	..		60,581,134	Total Trade	3,773,500,000

The above figures show that during the thirty-five years succeeding the conquest, Algeria has only cost the mother country 2,423,245*l.* sterling—a sum by no means extravagantly large, and which is amply balanced by the benefits, both moral and material, which it has produced. The increased commercial movement alone amounted to nearly 160,000,000*l.* !

The following is the order and rate of importance of the countries whence goods were imported into Algeria :—

	Per Cent.
France { For consumption	89·53
{ For re-exportation	3·52
Spain	2·01
Barbary States	1·77
Great Britain	1·46
Italy	0·72
Sweden and Norway	0·47
Austria	0·24
Turkey	0·09
Mexico	0·07
Greece	0·06
Russia	0·03
Germany	0·01
All other countries	0·02

In this list, Great Britain, in spite of an increase of about 40,000*l.*, principally in coal, iron, and cloth, occupies only the fifth place.

The countries receiving the exports of Algeria were—

	Per Cent.
France	79·28
Great Britain	9·03
Spain	4·50
Italy	3·55
Barbary States	2·08
Belgium	1·17
Egypt	0·24
Portugal	0·12
Turkey	0·02
All other ports and countries	0·01

From this it will be seen that Great Britain took more than twice as much Algerian produce as any other nation, and nearly as much as all other countries put together, France being of course excepted.

NAVIGATION.

I have not been able to obtain authentic statistics of the navigation of the provinces of Oran and Constantine in time to admit of their incorporation in this Report, but the following is a statement of the number of vessels of all nations which entered the ports of the province of Algiers during 1867 :—

	French Vessels.		Foreign Ships.	
	No.	Tons.	No.	Tons.
Steam	222	125,841	20	11,300
Sailing	256	35,487	578	74,927
Total	478	160,968	598	86,222

Subjoined is a statement of the British trade at the capital of each of the three provinces during the same year :—

		ENTERED.							
		Total No. of Vessels.			Total Tonnage.			Total of Crews.	Total of Cargoes.
		With Cargo.	In Ballast.	Total.	With Cargo.	In Ballast.	Total.		
									£
Algiers	..	34	10	44	8,361	5,814	14,175	610	37,900
Bône	..	9	7	16	1,005	1,166	2,171	162	6,554
Oran	..	56	53	109	10,903	2,894	13,797	901	121,400
Total	..	99	70	169	20,269	9,874	30,143	1,673	165,854
		CLEARED.							
Algiers	..	5	39	44	1,853	12,322	14,175	610	5,180
Bône	..	9	8	17	1,353	853	2,206	249	580
Oran	..	79	20	109	8,677	5,125	13,802	901	131,100
Total	..	93	67	170	11,883	18,300	30,183	1,750	136,860

The relative amount of tonnage of each nation trading with Algeria in 1866 was—

	Per Cent.
French	85·25
Spanish	4·62
Italian	3·32
English	3·25
Norwegian	1·13
Swedish	1·09
Austrian	0·70
Portuguese	0·21
Greek	0·11
Barbary States	0·09
Mecklenburgh	0·08
German	0·07
Roman	0·06
Dutch	0·02

Algiers, December 3, 1868.

MARSEILLES.

Report by Mr. Consul Mark on the Trade and Commerce of Marseilles during the Year 1867.

THE trade of Marseilles during 1867, as everywhere else, was in a very depressed state throughout the year. The last few months were the most animated, owing to the large importations of wheat effected at this port in consequence of the deficient harvests in France and the adjoining countries. Happily for this place and for the country in general, every facility was afforded to the importers of grain, and they availed themselves largely thereof; and by freighting a considerable amount of steam shipping, they were enabled rapidly to pour into Marseilles most copious supplies of wheat from the Danube and Black Sea. This gave considerable occupation to the population of Marseilles, which would otherwise have experienced much suffering. It likewise gave great impulse to the milling business in this place and its neighbourhood; and, had it not been for the profitable business thus done during the prevalence of the high prices, Marseilles would have had much cause to complain of the uncomfortable state of things in general, caused by the financial and political questions which formed the chief subject of meditation in the commercial circles during the twelvemonth.

The town and its commerce still suffer most materially from the high railway tariff, which prevents the imported merchandize being readily thrown into the interior of the country, as well as into Germany and Switzerland. A serious impediment to the import and export trades also arises from the inordinate number of small local charges and agents' commissions which fasten themselves on to every package of goods or ton of merchandize that passes through the place; and though this is a free port, the shipping interest still complains of much vexatious delay, about the service of the port, and the almost absolute want of graving docks. Though the very extensive works have been already carried out about the ports which have been described in preceding reports from this Consulate, still much remains to be done. About 9,000 lineal yards of quays are now completed around the several ports, and these are furnished with tramways and hydraulic cranes to a great extent. Nevertheless experience shows that at least 4,000 more yards of quay space are required to enable ships to range themselves alongside of, instead of having to stand end-on to the quays, and to load and discharge in that unsatisfactory manner. There is likewise great loss of time occasioned by the want of facilities for supplying ballast, and for removing the same. A large graving dock is being constructed, and the works connected with the new "Bassin Impérial" are advancing, though slowly.

It begins to be perceived by the merchants of this place that the railway and other facilities for trade possessed by this port no longer seem to guarantee to it the proud pre-eminence it has hitherto claimed. As railway, steam, and other facilities are being recognized and applied to other ports and in most countries, much of the tribute that was formerly paid to Marseilles' enterprise is now disappearing. Several of the Mediterranean ports have now their own direct communication with

distant countries. Marseilles now looks jealously at Genoa and Trieste for instance, and fears that they may both become respectable rivals; she sees that direct communications and great facilities are opening up, through the Alpine passes, between those ports and the busy hives of industry in the north and centre of Europe; she is becoming anxious that this port should have its railway to connect it, by way of Pignerol, with the north of Italy. The inhabitants appear to be losing faith in the promises that the Suez Canal is to concentrate all the treasures of the East in this port. In the meantime, such has been the rapid affluence of population to this port, that there are already too many commercial houses and establishments of all sorts here for the present business of the place, and, possibly, for the future trade. An inspection of the details of the year's trade subjoined will rather confirm this view of the case. So limited an amount of business has been carried out, and that so prudently conducted, that few heavy failures have been recorded during the year, though the sum total of the year's trade may fairly be considered to have been 20 or 25 per cent. below the proper point.

The amount of shipping belonging to the port has slightly increased. It now comprises, with the addition of 12 British ships purchased during the year, 616 sailing vessels, collectively of 90,521 tons; and 117 steamships, measuring 82,458 tons. Of these latter, twelve were English built, and they measured collectively 6,745 tons, and were purchased during 1867.

3,593,849 tons of shipping were entered and cleared from this port during 1867, 608,214 of which were engaged in the coasting trade. This represents an increase of 1,000,000 tons of shipping in the last eight years. The coasting trade has remained stationary during that period, and has been carried on almost exclusively by vessels under the French flag. 1,671,378 tons of French shipping have been engaged in the general trade inwards and outwards, and 2,180 French steamships of 822,296 tons, and 544 foreign steamships of 185,067 tons, were entered during the year; and 2,178 French steamships of 823,493 tons, and 533 foreign steamships of 185,031 tons were cleared: in all, 5,435 steamships of 2,015,887 tons.

The steam shipping and sailing vessels belonging to the port, it will be seen, represent together 172,979 tons of shipping. The future trade of this port, it is believed, will henceforth be more largely carried on by steam vessels. Wooden vessels cannot be cheaply constructed here, and all the other Mediterranean sailing vessels are built much cheaper, and they are manned by Italians, Austrians, or Greeks, who are satisfied with much smaller pay and more sober diet than the French sailors.

In addition to the steam services which have long been established to all the principal ports of the Mediterranean, and the great Indo-China packet service carried on steadily by the ships of the Messageries Impériales, Marseilles now possesses a direct steam service to Brazil and the River Plate.

157,313 travellers either landed or embarked at Marseilles during 1867, whereof 7,843 arrived or left in the packets of the Peninsular and Oriental Steam Navigation Company.

Grain, Flour, &c.—The year 1867 was remarkable for the short crop of grain throughout Western Europe. France, amongst the other countries, had a very bad harvest, the production of wheat amounted to 85,000,000 of hectolitres only, or about 15 per cent. below an average crop. This naturally led to an immense importation. Taking wheat and other sorts of grain together, 20,392,800 hectolitres were imported, Marseilles having received 8,349,000 for its share; whereof 7,411,800 consisted of wheat alone. This is the largest importation ever known at

this place, and it occasioned much activity at a time when, owing to the depressed state of commerce in general, it was greatly needed. The year 1861 was also remarkable for its active grain trade, the importations having reached 17,600,000 hectolitres in that year, whereof 5,969,400 were landed at Marseilles.

Of 10,084,260 hectolitres of grain exported from all France, as many as 1,524,800 were exported from Marseilles alone. Of these, 512,000 were sent to Algiers, 502,000 to Spain, 94,000 to Switzerland, and 141,000 to Gibraltar, Malta, and ports in Great Britain, partly as grain, the rest in the form of flour.

It appears that of 14,599,000 hectolitres of wheat imported into France during the year, the country only retained 8,581,300 for its own consumption; and of these, 6,096,100, or about 71 per cent., were imported at Marseilles.

Upon grouping together the importations and exportations of 1866 and 1867, it results that the former amounted to 19,239,700 hectolitres, and the latter to 14,490,000, leaving an excess in favour of the former of 4,749,700 hectolitres. Upon estimating the daily requirements of the population of France at 200,000 of hectolitres, the said amount would represent 23 days' consumption only.

The following Table shows the quantities of each sort of grain imported into France, and the proportion thereof that arrived at Marseilles:—

	France.		Marseilles.	
	Hectolitres.		Hectolitres.	
Wheat	12,336,000		7,411,800	
Rye	53,800		5,800	
Indian corn	99,700		62,700	
Barley	817,300		217,200	
Oats	4,823,000		621,000	
Wheat flour	2,263,000		30,500	
Total	20,392,800		8,349,000	

and the countries which have principally supplied the wheat will be seen by the following Statement:—

	France.		Marseilles.	
	Hectolitres.		Hectolitres.	
England	420,600		..	
Belgium	2,642,800		..	
Russia	4,058,000		3,042,000	
Turkey	3,654,200		3,601,000	
Germany	1,428,000		43,400	
Italy	879,300		627,000	
Egypt	110,700		110,700	
Algeria	2,300		1,200	
United States	95,800		..	
Various	1,307,300		17,000	
Total	14,599,000		7,442,300	

Egypt has resumed her exportations of wheat: 110,700 hectolitres were received from that country in 1867. Spain was largely supplied in 1867 with both wheat and flour from this port, as in 1861. Algeria, which in 1861 sent over to this port as many as 325,000 hectolitres of wheat, was obliged herself to draw 512,000 from Marseilles in 1867.

The large importation of grain at Marseilles, and the heavy demands which were made on the resources of this port, both by the population in the southern and central parts of France and by foreign countries, has created an enormous trade in flour. The whole neighbourhood of Marseilles is studded with steam and water mills all actively at work, and new ones are being erected in every direction.

Foreign countries drew upon Marseilles in 1867 for no less than 40,000 tons of flour; Algiers figured for 142,000 metrical quintals; Spain for 116,000; Switzerland for 37,000; Malta and Gibraltar for 36,000; Italy for 15,000; Egypt for 12,000; and 16,000 quintals were sent to the United Kingdom.

The exportation of flour from Marseilles was larger, however, in 1866, by 36,000 tons, Egypt, Turkey, and Greece and Italy, having that year called for large supplies from this place.

Sugar.—Marseilles commenced the year 1867 with a stock of 6,152 tons of sugar. This amount was so small that the refiners had at once to seek a supply of home-grown beetroot sugar to work upon. The sugar imported during the year amounted to 18,110 tons from the French colonies, and 24,355 tons from foreign countries; in all, 42,465 tons. In 1866 the French colonial sugar imported reached 19,592 tons, and the foreign countries sent 20,406 tons to Marseilles; in all, 39,999 tons.

One-half of the sugar imported from foreign countries came from Cuba and Porto Rico. Mauritius sent only 1,381 tons to this port. One-third only of the foreign sugar was brought to Marseilles in French bottoms, an improvement, however, on 1866, when one-tenth only was the proportion.

The exportation of refined sugar from Marseilles in 1867 has sensibly fallen off. It amounted to 45,207 tons against 58,975 the year before. Italy, which in 1866 drew upon this port for 24,615 tons, only called for 11,051 tons in 1867; and Austria, which in 1866 required 1,749 tons, only took 146 in 1867.

Holland and Belgium sent such large quantities of refined sugar to Italy during 1867, that the Marseilles refining business was seriously affected thereby; and the falling off in the Austrian demand is explained by the large actual production in that country of beetroot sugar, which will doubtless enable it in future materially to damage the trade which has hitherto been carried on successfully between Marseilles and the lower Danubian provinces. The Marseilles sugar refiners, however, fear, above all, the competition of the Dutch, who now carry on this business so advantageously.

The year 1867, in fact, closed with a very small stock of foreign sugar on hand, and the prices ranged so low at Marseilles, as to prove most dispiriting to the refiners.

Of the 45,207 tons of sugar exported, the following large quantities were taken by the following states respectively:—

	Tons.
Turkey	15,712
Italy	11,051
Algeria	5,115
Roman States	3,196
Greece	2,888
Russia	2,795
Egypt	2,706

The remainder has been scattered about in different quarters of the globe.

Oil seeds.—This branch of business is continually increasing, and has

already assumed most important proportions. 140,320 tons of oil seeds were imported here during 1867. These consisted principally of sesamum seed from India or ports in the Levant; ground nuts from the Coast of Africa; cotton seed from Egypt, and some smaller quantities of linseed, colza, and cocoanuts. The proportionate quantities were as follows:—

						Tons.
Ground nuts	..	..	..	..	..	40,857
Sesamum seed	..	..	..	..	..	40,529
Linseed	..	..	..	..	..	21,629
Cotton seed	..	..	..	..	..	14,005
Cocoanuts	..	..	..	..	..	9,741
Colza seed..	..	..	..	..	..	9,359
Sundry sorts	..	..	..	..	..	4,200
						140,320

The importations of oil seeds during the last five years have been as follow:—

						Tons.
1863	..	..	..	..	..	103,123
1864	..	..	..	..	..	116,178
1865	..	..	..	..	..	137,677
1866	..	..	..	..	..	106,894
1867	..	..	..	..	..	140,320

Oil cake.—89,700 tons of oil cake consequently were produced at the different oil mills at Marseilles from the above-mentioned quantity of oil seeds imported in 1867. In addition to the said amount, 2,500 tons of oil cake were imported from Portugal, manufactured from the seeds of the castor-oil plant. 35,500 tons of oil cake were exported from Marseilles, nearly the whole of which was sent to England.

The oil produced from these various kinds of oil seeds, besides being largely used in the manufacture of soap, is now extensively applied to illuminating purposes, and also for the table. The exportation of this class of oils reached 46,000 tons in 1866, and 73,000 in 1867. About 14,000 tons of oil, prepared at Marseilles were sent up by rail into the interior of the country.

Coffee.—A more active trade in coffee manifested itself at this port in 1867 than in the preceding year. About 19,000 tons were imported into Marseilles, whereof 15,000 came from Brazil, the remainder from the Spanish Main and West Indies.

The direct steam service which was established last year between this port, Brazil and the River Plate, has chiefly contributed to this improvement in the trade between the said countries.

Cotton.—A fall of about 50 per cent. in the price of this commodity greatly interfered with the trade which had manifested so much activity during the last few years. This great fall in the prices at Marseilles caused the year to close with a large stock of cotton on hand. The importations of late years have amounted in—

						Bales.
1865	..	..	..	..	..	194,852
1866	..	..	..	..	..	128,962
1867	..	..	..	..	..	111,678

Most of this cotton was received direct from the Levant, and it was all of short staple. The quality of the cotton lately imported has fallen off considerably, particularly that from Salonica and Smyrna. The cotton from Tarsons and Naplons was found to be very inferior, badly prepared, and almost unsaleable.

Barcelona and Genoa formerly drew largely on Marseilles for their supplies of cotton ; but of late they have imported it direct from the producing countries, much to the detriment of the Marseilles trade. Trieste also has imported cotton largely from the Levant, and this growing commerce has likewise been felt by Marseilles.

But what has principally affected the commerce of this place, is the revival of the cotton trade between America and Europe. The United States cotton is again fast finding its way to Rouen, Lille, Alsace, Lyons and Switzerland, and consequently very few orders have been sent to Marseilles.

The merchants here are, nevertheless, full of hope in the future, and they still trust that the opening of the Suez Canal will cause cotton to flow largely to this port.

Silk.—There was a larger importation of silk here from China and Japan than in 1866. 20,540 bales came from the former country, and 8,290 from the latter. Persia and the Caucasus sent 1,900 bales here, and, with the importations from the other countries in the Levant, Marseilles altogether experienced an improvement to the extent of 10 per cent. on the importations of 1866.

About 579,000 kilos. of cocoons reached Marseilles during the year from Syria, Greece, Turkey, Asia Minor, and Italy.

Much inconvenience has been caused in the silk-producing departments by the bad quality of the silkworms' eggs imported of late from Japan. Extensive frauds have been perpetrated lately. The eggs of Chinese silkworms have been sent over to Japan, and there repacked under the seal of the French Consulate fraudulently obtained or imitated. It is almost needless to say that the importers have sadly failed in realising their expectations.

Wool.—The importations of wool from all parts during 1867 were 31,000 bales less than in 1866, when 159,800 bales were landed at Marseilles. Both years ended with a stock on hand of 32,000 or 33,000 bales. The Levant ports, which have generally furnished the larger part of the supply to Marseilles, have this year only sent 31,385 bales, against 54,450 in 1866. The short wheat crop in 1867 doubtless prevented the revival of this trade which was so much looked for. The prices of wool fell from 12 to 15 per cent. in 1866, and nearly to the same extent in 1867. 9,000 bales of sheep and lamb skins, imported during the year from the River Plate, were mostly sold by auction at prices ranging 14 or 15 per cent. below those realised in 1866. This, however, is partly to be attributed to the indifferent quality of the skins.

Morocco, Algeria, Sardinia, and the Levant ports, have forwarded to this place 49,483 bales of goat-skins, a considerable increase compared with preceding years.

Hides.—The importations of hides reached 575,481, a falling off of 32,869 as compared with 1866. This diminution in the trade is due to the decreasing direct trade between Marseilles and the River Plate. The hides from those regions are now principally sent to Havre, Antwerp, and Genoa. The latter port having an active direct trade with the River Plate, has drawn off from Marseilles a large portion of the trade in hides which was so flourishing a few years back. Whilst Genoa received 310,000 hides in 1867 from the River Plate, Marseilles imported 71,000 only from that region. It is believed that the steam service which has recently been established between Marseilles and the South American ports, will revive this branch of business.

Olive oil.—There was a slight increase in the amount of olive oil imported into Marseilles during 1867. 9,500 tons were imported from

Italy and Tunis; and 6,000 tons of olive oil grown in the neighbouring departments were brought to Marseilles by water. The larger part of this oil was used in the extensive soap-works at Marseilles.

Petroleum.—A large trade in petroleum was carried on during 1867, the quantity of refined oil being larger than in 1866, and the crude oil having been less. The following figures will show the respective quantities in each year:—

	1866.	1867.
	Barrels.	Barrels.
Crude oil	68,914	71,211
Refined oil	20,823	77,994

Two of the oil refineries at Marseilles have been shut up in consequence of this reduced importation of crude oil. The importations which have lately been effected in Italy, direct from the United States, have likewise drawn off some of the petroleum trade from this place.

Wine and Spirits.—The quantity of wine exported from Marseilles in 1867 was less by one-third than in the preceding year. The crop was considerably larger than in 1866; but the exportation from this port, which depends largely upon the wines produced in this and the neighbouring department of the Var, is much affected by the excise regulations, which favour extensively the poorer wines grown in Languedoc, and which are mostly shipped at Cette. In 1866, 34,449 tons of wine were shipped at this port, and in 1867, 22,886 only.

The importation of foreign spirits has been almost null of late, owing to the fiscal regulations in the United States, which prevent the exportation from that country, and also the scarcity of grain in Europe, which has prevented the German ports sending any spirits to Marseilles as hitherto.

Metals.—There was a considerable falling off in the quantity of copper imported here, owing to the decline in the prices here, following the revival of the Chilian copper trade.

A great fall occurred likewise in the lead trade. The United States, which hitherto took off large quantities of lead from this place, scarcely calling for any from Marseilles during 1867.

About 10,000 tons of argentiferous lead were treated here during the year, and lead ore was smelted to the extent of 3,000 tons.

Manufactured articles of lead, copper and iron were exported from Marseilles in 1867 to the extent of 31,238 tons.

Coal.—Between native and foreign coal about 620,000 tons were brought to Marseilles, being fully 50,000 tons more than in 1866.

Only 18,000 tons of English coal were brought to Marseilles during the year.

The greater part of the coal, or about 450,000 tons, came down to Marseilles by rail from the departments of the Gard and Loire, and of these about 140,000 were exported; 170,000 tons of lignite from the mines in this neighbourhood were consumed in Marseilles.

Timber, Staves, &c.—8,000 loads of pine timber and 100,000 deals were imported here from the Adriatic during 1867, and about 36,000 dozen deals and planks from the Baltic, and also 1,800 loads of white pine.

11,000,000 staves of different dimensions were sent here from the Adriatic, 400,000 from the United States, and 1,300,000 from the Black Sea and Danube.

Codfish.—About 4,440 tons of codfish arrived here last year from the different parts mentioned below, being about 1,500 tons more than in 1866.

	Tons.
17 ships came from the Coast of Newfoundland with	2,060
9 ditto from St. Pierre Miquelon	1,170
7 ditto from the Gulf	710
3 ditto from the Great Bank	500
	4,440

In addition to the above, 6,000 tons of codfish were sent round here from Bordeaux, which had undergone the process of washing and drying there.

Engineering Works.—The year 1867 presented further depression in the engineering business, which has, in fact, been declining since 1865, in which year works was turned out by the different workshops at Marseilles amounting in value to 34,000,000 of francs. In 1866 this sum had fallen to about 29,000,000, and in 1867 profitable business was done to the extent of 21,000,000 only. On the other hand the wages of the workpeople attached to these establishments were slightly increased. In 1865 from 6,000 to 7,000 hands were fully employed; but these numbers have been reduced to 5,000 in 1867.

Banking and Exchanges.—The year 1867 was not propitious for banking business in Marseilles, and the exchanges were very unfavourable here, as everywhere else, during the twelvemonth. Money was so abundant that the bank rate of discount during the first six months was 3 per cent., and 2½ only during the rest of the year.

The commercial paper discounted at the Marseilles branch of the Bank of France in 1866 amounted to 485,436,000 francs; whilst in 1867 the sum total only reached 347,936,000 francs. The bank was gorged with money, and trade was languishing at the same time.

There was a notable falling off in the import and export of bullion and specie. In 1866, 245,000,000 francs were exported from Marseilles, and in 1867, 109,000,000 francs only. In those years respectively the importations were 202,000,000 and 106,000,000 francs.

These exports and imports were chiefly effected by the steamships of the Messageries Impériales, and of the Peninsular and Oriental Steam Navigation Company. By the former 138,454,991 francs were exported in 1866, and 71,726,377 in 1867. By the latter Company's ships 105,279,200 francs in 1866, and 29,465,676 francs in 1867.

The remainder of the exportations or importations were effected by the steamboats belonging to the other French steam companies at Marseilles.

Amongst other importations that took place during 1867, sulphur figures for 18,000 tons; hemp, 4,576 tons; tallow and lard oil for 11,187 tons; and rice for 9,300 tons.

The following commodities also were exported from Marseilles during 1867:—soap, 5,300 tons; madder, 8,600 tons; soda and alkali, 5,074 tons; and textile fabrics of silk, wool, or cotton, for 11,050 tons.

The subjoined Table shows the relative amount of foreign shipping entered or cleared at Marseilles during 1867:—

Nation.	ENTERED.			CLEARED.		
	Ships.	Tonnage.	Crews.	Ships.	Tonnage.	Crews.
England	261	132,486	8,516	257	130,700	8,492
Austria	349	134,460	3,768	332	125,905	3,554
Belgium	1	244	8	..	..	..
Denmark	5	1,169	50	5	1,169	50
Spain	572	64,452	7,332	567	63,701	7,292
United States	60	25,594	745	55	23,956	676
Greece	436	112,124	4,292	401	101,089	3,966
Italy	1,901	277,842	19,580	1,812	307,845	18,944
Mecklenburg	22	7,935	258	22	7,935	253
Holland	19	8,449	364	18	8,219	354
Oldenburg	4	780	30	4	780	30
Portugal	5	903	49	5	903	49
Prussia	38	9,540	332	38	9,170	327
Rome	10	1,386	80	10	1,386	77
Russia	107	38,106	1,385	95	35,881	1,200
Sweden and Norway	78	22,283	890	66	18,735	750
Turkey	27	6,577	335	24	5,922	296
Uruguay	9	2,589	107	10	2,941	115
Hanse Towns	6	2,545	89	5	2,206	..
Total	3,910	849,464	48,210	3,726	848,443	46,503

and the British shipping entered and cleared at this port will be seen below :—

ENTERED.				Vessels.
Mail steamships with mails..	..	..	..	50
Coals	..	..	..	38
Wheat	..	..	..	28
Oil seeds	..	..	..	27
General cargo	..	..	..	23
Pitch	..	..	..	19
Sugar	..	..	..	13
Pig iron	..	..	..	9
Timber and staves	..	..	..	6
Petroleum	..	..	..	6
Saltpetre	..	..	..	4
Coffee.. ..	..	..	..	4
Cotton	..	..	..	3
Sulphur	..	..	..	3
Oil cake	..	..	..	2
Beans.. ..	..	..	..	2
Guano	..	..	..	1
Iron ore	..	..	..	1
Spirits	..	..	..	1
Cattle.. ..	..	..	..	1
Ballast	..	..	..	20
Total	..	..	..	261
CLEARED.				Vessels.
Mail steamships	..	..	..	50
Oil cake	..	..	..	78
General cargo	..	..	..	66
Grain	..	..	..	3
Bone dust	..	..	..	2
Petroleum	..	..	..	2
Salt	..	..	..	1
Oil seeds	..	..	..	1
Coals	..	..	..	1
Ballast	..	..	..	53
Total	..	..	..	257

It will be seen from the foregoing that the commerce of this place was nowise in a buoyant state during 1867 : if there was not a positive downward tendency in two-thirds of the principal branches of import or export trade carried on here, at least stagnancy was to be complained of. Several chemical works in the town and neighbourhood were shut up; the tanneries were much depressed, owing to the high prices of the raw material. The soap manufacture was not so largely carried on as might be desired; and the Chamber of Commerce, in its Report to the Minister at Paris, states, that there is now so much sophisticated soap manufactured here, and the town dues still press so heavily on the trade, that it is much to be feared that a fatal blow is being struck at this important branch of manufacture.

The Custom-house Returns for 1867 show a total receipt of 14,324,800 francs, against 20,264,587 collected in 1866.

The octroi or town dues reached the sum of 8,352,147 francs, in the collection whereof no less than 693 persons were employed, and 856,464 francs expended.

These dues consequently fall upon the inhabitants at the rate of 28 francs per head.

Much capital has been expended of late in house building, as an outlet for much of the private capital which would otherwise have remained idle. The numerous public works and improvements about the town have been actively pushed forward, though the public is becoming very clamorous as to the cost thereof, particularly as opinions appear to be divided as to whether the town debt amounts at this moment to 80 or to 100 millions of francs, the majority believing that the latter sum represents the true debt.

Nothing has yet been done to purify the large supply of water from the Durance which is now poured into this town; the quantity of mud deposited in the port by the waste water from the drains is giving matter for serious reflection.

A serious evil exists in this port, and it is attended with the most painful consequences to the large numbers of seamen visiting the port, and is most injurious to the owners of ships and underwriters. This is the crimping system which is now carried on here in the most barefaced and shameful manner; with the utmost brutality as far as the seamen are concerned; and the manner in which vessels are hurriedly forced to sea with utterly unfit crews, calls for serious attention on the part of foreign nations concerned in the trade of this port.

The telegraph service is now admirably extended along the entire coast from Spain to Italy, and the appearance of vessels off the land is speedily notified to parties interested therein; any accidents that may arise along the coast through the weather are also notified to the authorities, thus enabling assistance to be promptly sent from the nearest port to vessels in distress.

CETTE.

The port of Cette enjoyed a fair share of prosperity during 1867. The following will show the amount of shipping entered and cleared during the years 1866 and 1867 respectively.

	1866.		1867.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
French shipping entered and cleared ..	1,009	163,959	930	151,166
Foreign shipping entered and cleared ..	1,549	213,453	1,295	203,314
Coasting vessels entered and cleared ..	1,965	259,480	1,995	254,433
Total	4,523	636,892	4,220	608,913

In 1866 and 1867 respectively the amount of merchandise imported and exported appears to have been—

					Inwards.	Outwards.
					Tons.	Tons.
1866					151,203	399,680
1867					186,880	407,214

Cette now possesses 171 ships, measuring collectively 10,506 tons. 27 French ships, together of 3,921 tons, brought goods direct from British ports to Cette; and 37 British ships, measuring 6,389 tons, brought merchandise from British ports to that place. Only one ship of 145 tons burthen cleared for a British port during 1867.

The principal commodities imported at Cette during 1867 were as follows :—

	Tons.
Iron ore	30,227
Zinc ore	6,690
Sulphur	22,415
Coal-tar pitch	22,045
Grain	14,093
Barks	4,470
Codfish	3,922
Oranges and lemons	2,448
Olive oil	2,081
Rice	1,476
Liquorice root	1,410
Tallow	1,282
Wool	1,044

and as many as 17,373,629 staves were brought here from the Black Sea, the Adriatic and the United States.

The exports in 1867 consisted chiefly of the following :—

Wine	49,674 pipes.
Spirits	1,554 „
Coals	44,530 tons.
Salt	12,809 „
Soap	2,657 „
Potatoes	1,916 „

Of the 49,674 pipes of wine exported from Cettin 1867, Algeria took 31,546, 5,921 were sent to Italy, 1,823 to Hamburg, 1,809 to the United States, 1,352 to Brazil, and the remainder to various countries.

The population of Cette amounted to 24,177 souls according to the last census.

Marseilles, November 18, 1868.

REUNION.

Report by Consul Captain W. F. Segrave on the Trade and Commerce of Reunion, for the Year 1867.

THE Island of Réunion, or Bourbon, as it is more commonly called, is situated in latitude $20^{\circ} 51' 44''$ south, and longitude $53^{\circ} 10'$ east from Paris. It is 100 miles S.W. of Mauritius, and 400 miles east of Madagascar.

The island is 138 miles in circumference; its extreme length from E. (Point d'Ange) to W. (Point des Galets) is about 48 miles, and from N. (Ste. Suzanne) to S. (St. Pierre) is 34 miles. It covers an area of 251,160 hectares, equivalent to about 627,900 acres, of which 242,000 are uncultivated.

Réunion is supposed to have been discovered by the Portuguese about A.D. 1513, and figures on a map dated 1527 under the name of Sta. Apollonia.

It was claimed by the Dutch in 1598, at which time they occupied Mauritius, and was ceded by the Cardinal de Richelieu to the French Compagnie des Indes in 1642, from which date till the year 1810 it remained in their possession.

It was captured by the English in the latter year, but finally restored to the French in 1815.

The island is composed of two groups of mountains running from east to west, some of them of considerable altitude. The Piton des Neiges rises to a height of 10,200 feet, and, as its name denotes, is frequently covered with snow; and the Grande Cratère, a volcano still in action, has an elevation of 8,000 feet.

The island is furrowed by numerous torrents, flowing from the mountains, which, during the rainy seasons, bring down vast masses of rock and *débris*; they are in no case of any use for purposes of navigation, and are for the most part dry, or nearly so, during the summer.

The heavy sea which constantly beats on the shore, and the currents which are very strong and irregular, render the coasts of Réunion extremely dangerous for shipping.

The prevailing winds are from the S.E. and E.S.E., but during the night they generally shift and blow off the land.

There is little or no tide, the difference between high and low water rarely exceeding two feet, except in cases of hurricanes.

Remarkable phenomena, very frequent and much dreaded, on this coast, are the "Raz de Marée"; a heavy surf breaks on the land, whilst in the offing, and even in the roadsteads, the sea is perfectly calm. They appear to occur at very irregular intervals, and have been observed at Saint Denis when the roadstead of Ste. Suzanne, 20 miles to the eastward, was entirely free from them. They frequently put a stop to all communication between the shipping and the shore for a considerable time. The "Raz de Marée" are often more to be dreaded than hurricanes; on more than one occasion the greater part of the coasting vessels and boats of the island have been destroyed. They appear to be caused by the passage of cyclones at considerable distances, and are particularly prevalent between April and November, the season of strong gales in the latitude of the Cape of Good Hope.

There are no ports or shelter of any kind for foreign vessels trading with the island. At St. Pierre, a basin has been constructed where small craft may find shelter, and which, when completed, will afford facilities for large vessels loading and discharging; but the entrance will be at all times, except in perfect calms, extremely difficult, and I fear that at present there is but little prospect of the speedy completion of the works.

At St. Paul's, which has the most sheltered roadstead in the island, the construction of a port is also in contemplation.

The real scourge of these latitudes, however, are the cyclones, immense whirlwinds which traverse the Indian Ocean, and which may be looked for between January and April. The theory of their circular and transitory movement is now, however, so well understood, that for vessels well found, and with plenty of sea room, comparatively slight danger is to be apprehended; and they give such timely and positive notice of their approach that ships are generally enabled to get to sea before the fury of the gale sets in, otherwise, on a coast like that of Réunion, destitute of shelter of any kind, the most frightful disasters might occur, or trade be paralysed during a considerable portion of the year.

At Réunion days and nights are about the same length during the year, the longest day, 13 hours 16 minutes, being in December, and the shortest, 10 hours 44 minutes, in June.

The year may be said to be divided into two seasons, summer and winter; the summer lasts from May to October, and is, a dry, cool season. The winter from November to May is wet and hot.

The mean temperature during the summer is about 22° Centigrade, and in winter about 26°.

Réunion was formerly said to be one of the healthiest places in the world; unfortunately this is no longer the case, the introduction of Asiatic immigrants having been attended with the appearance of various diseases hitherto unknown in the colony, as cholera, small pox, inter-mittent fever, &c.; but still, with all these disadvantages, it is by no means unhealthy.

A journey through the interior of the island justifies the conclusion come to by an eminent French savant, who declared that Bourbon was formed by, and was in a fair way of being destroyed by, volcanoes. The whole country shows marks of the most violent volcanic action, and one comes upon extinguished craters on every hill side. At present the Grande Cratère is the only one in operation.

The last eruption of any note occurred in 1868, when the lava flowed down the side of the mountain into the sea, offering a spectacle of astonishing grandeur and sublimity.

Bourbon abounds in thermal and medicinal springs. Those of Salazies, situated about 3,000 feet above the sea level, in the midst of the grandest mountain scenery, are much frequented: there is a good mountain road to the village, and a medical man resides there.

The waters of Cilaos, 5,000 feet above the sea, are very efficacious in rheumatic and gouty affections; they are, however, more difficult of approach, and are only available for residents during the dry season.

The waters of Mafatte are celebrated for the cure of skin diseases.

Bourbon is admirably adapted for the naturalization of almost every description of plant and vegetable, its different altitudes affording every variety of climate and temperature, and were it not for the indolence of the inhabitants, and the apathy of the Government, might be rendered wonderfully productive.

Sugar is the staple of the colony, and some ten or twelve years

back was so remunerative, that it has in the low grounds taken the place of almost every other description of cultivation.

Latterly, however, owing to blight, the ravages of the "borer," the exhaustion of the land, and the drought, caused by the indiscriminate destruction of the forests in the highlands, it hardly pays the cost of cultivation; and as the planters, in defiance of the warnings of scientific agriculturists, refuse to introduce the new modes of culture which have been found to succeed elsewhere, it does not require to be born a prophet to foresee that fortunes will not be so speedily made out of sugar as heretofore, and that in a few years proprietors will be forced to find some more productive employment for their land.

As it is, a vast proportion of the properties of the island are in the hands of the *Credit Foncier*, which advanced money to the embarrassed proprietors at heavy rates of interest, and with the most stringent stipulations as to repayment, the consequences of which are forced sales with a very depressed demand; and properties which 10 or 15 years back were worth a million francs, can now be purchased for a tenth of that sum.

The agriculture of the colony is almost entirely confined to the growing of sugar; the whole work of the fields is carried on with the hoe, and except on the elevated plateau of the *Plaines des Caffres*, I do not believe a plough exists on the island.

It is much to be regretted that the plough is not more generally used, as by its means a great saving might be effected in manual labour; the planters, however, set their faces against its introduction, declaring that it injures the canes, though I am informed that the contrary has proved the fact, from the experience of the West Indies and the neighbouring island Mauritius.

The grants made at Réunion to the original settlers generally had for boundary on the right and left a ravine, and extended from the edge of the sea to a vague distance inland, generally understood as the tops of the mountains.

The greatest possible inconvenience resulted from such a system. In consequence of the Law relating to the division of property, lands were always divided by depth, so as to give to each member of the family a portion of good, as well as bad land, the result being that in many cases properties were only a few yards in breadth, and many miles in depth, and these narrow strips, extending from the sea shore to an altitude of 4,000 or 5,000 feet, require accordingly different descriptions of crops.

Another serious inconvenience is the difficulty of access from the lower to the higher grounds without trespassing on the property of one's neighbour, and as the holders of land are not always on good terms with each other, the result is that sometimes a fourth of the land is taken up in roads which are necessarily made zig-zag in consequence of the steepness of the incline.

The cane is cultivated from the very edge of the sea; at an altitude of 2,000 feet, however, it grows but feebly, and only under exceptional circumstances will it grow at all 3,000 feet above the sea level.

With the exception of its trade in sugar, Bourbon supplies no manufactured article for export, and has only sufficient mechanical industry for local wants.

The most important handicraft is boat-building. In consequence of the almost constant bad weather on the coast this trade is in much request. Loading and discharging cargo from ships is all carried on in barges built in the island, from 10 to 30 tons burden; there are some even larger which trade with Mauritius and Madagascar.

Coffee was for a long time the principal source of the wealth of the

island. In 1817, Bourbon produced over 7,000,000 lbs. Subsequently the culture of it was almost abandoned, but it has now again become one of the chief articles of export. The coffee called "Le Roy" is that most grown; it is very inferior to the Moka, but is more hardy, and thrives in the high grounds where sugar will not grow.

Vanilla, which for some time contributed largely to the wealth of the inhabitants, has for the last few years suffered so considerably from blight that the cultivation of it is all but abandoned.

For the last 40 years cotton has also been abandoned as an article of cultivation. Before 1830, Bourbon produced considerable quantities, said to have been of the very best quality. It was introduced from Surat in 1680, and it is said that the seed of the Sea Island cotton originally came from this island.

The cultivation of grain has gradually fallen away, in consequence of the occupation of the land by sugar. At one time, it was the most important produce of the colony. In the latter part of the last century, Réunion produced an annual average of 8,000,000 lbs. of wheat, and at that time the land yielded from 80 to 100-fold; now, in consequence of the land being impoverished, it does not return more than 40 or 50.

Oats and Barley are also grown in the high lands, and thrive well.

Maize is largely cultivated, and is much used for feeding horses and cattle; it is also in considerable request by the poorer classes, who consume large quantities of it, pounded and cooked like rice.

Potatoes thrive wonderfully in the high grounds in the interior of the island, and their reproductive power is so great that it is only necessary to plant once, to insure a perpetual crop. They are very good, but unfortunately do not keep. They are not much used by the natives, who prefer the sweet potatoe, but are exported in large quantities to Mauritius, where they fetch a good price.

From the great variety of temperature, all the fruits and vegetables known in Europe thrive well.

Tobacco is cultivated largely, almost in sufficient quantity for the whole local consumption; it is of good quality, and sells at from 2 to 6 francs per kilo.

A small quantity of tea is also grown, but is said to be of bad quality. The fault probably lies in the preparation.

With a few exceptions, the forests have all disappeared from Réunion. With stupid want of foresight, the Creoles have destroyed the trees, and now suffer in drought for their wicked improvidence. The Government, however, have latterly taken up the subject, and already considerable tracts have been planted with the *pilao*s, introduced from Tasmania, which grows quickly, and appears to thrive well.

The only trees of any magnitude now remaining are the mountain tamarind.

The best of all the native timbers are the incorruptible stink wood (*fatidia mauritiana*), now almost all destroyed, and the small-leaved natte (*imbricaria pcholaris*), of which but little remains.

Latterly a trade has sprung up in the fibre of the aloe, which promises, if fully developed, to be of considerable importance. By a simple process the fibre is detached from the leaf and dried, and is in appearance somewhat similar to flax. It fetches in France about 9*d.* per lb., and about 1,000*l.* worth are monthly exported by the mail steamers. As a prodigious quantity of the plant exists all over the island, there is reason to hope that a remunerative field may be found for what little industry the natives are capable of.

There are quantities of oleagenous plants in Réunion, but it produces hardly any oil.

Bees thrive wonderfully ; jet wax is imported from India in considerable quantities.

Some 20 years ago an attempt was made to introduce the manufacture of silk.

Mulberry in large quantities is found wild in the country, so that nothing would appear to have been easier. The efforts of the people seem to have been badly directed ; gradually all interest in the matter died away, and what energies the people had were all directed to sugar. The silk worms, however, produced an extraordinary quantity of silk, and of a very superior quality.

The trade of Bourbon, independant of the intercolonial trade with Mauritius and Madagascar, is limited to the importation of provisions and articles necessary for local wants, and to the export of sugar and coffee. It is so irregular, that frequently the most necessary commodities, as oil, soap, &c., are deficient. Whilst under the government of the *Compagnie des Indes* the monopoly of trade was strictly reserved ; there is a tradition that when there was a good crop, the surplus over and above what the Company thought proper to purchase, was destroyed, so that the price might not be lowered.

The trade of Bourbon is not, however, at any time likely to be of much importance, for the reason before stated, viz., the want of a port, ship owners refusing to risk their property on so dangerous a coast.

The Government of Réunion is administered by a Governor, representing the Emperor. The principal departments are directed by the *Ordonnateur*, *Directeur de l'Interieur*, and *Procureur Général*. There is also a functionary called the *Controleur Colonial*, who corresponds direct with the Minister, and as his name indicates, controls in a great measure the action of the administration.

The *Ordonnateur* represents the Secretary of State financially, and controls all military and naval expenditure ; his duties, however, can hardly be said to be local.

The *Directeur de l'Interieur* fulfills in a great measure the functions of a *Préfet*, or *Sous Préfet*, in France.

The Governor is aided by the advice of a *Conseil Privé*, which is composed of the heads of departments, and of two non-official members.

There is also a *Conseil Général*, the members of which are selected from the inhabitants of wealth and position. One half the members are nominated by the Governor, and the remainder elected by the municipalities ; but as the members of the *Conseils Municipals* are all selected by the *Maires* of the different *Communes*, who are themselves the nominees of the Governor, it is rather a misnomer to call it a representative body. Its powers are moreover limited to voting the supplies, and of these a part only, the *Dépenses Obligatoires*, are submitted to them.

For this reason considerable discontent exists amongst the people, who loudly call for representation, and are now getting up petitions to the Imperial Government to that effect. They complain that they are enormously taxed without any power to express an opinion as to the application of the revenue, which is almost entirely swallowed up by an expensive personel, quite out of proportion with the wants and resources of the colony, and that in the mean time no public works are undertaken.

Formerly the *Compagnie des Indes*, and subsequently the Kings, supplied the funds necessary for the support of the administration.

The Revolutionary Government, however, merely gave a subvention, totally inadequate to the wants of the colony, and the Colonial Assembly were then forced to ask the supplementary sums required.

The revenue of the colony in 1867 amounted to 5,398,641 francs, equivalent to about 216,000*l*. All money is current in Réunion, except that of Monaco.

The principal coin, however, is the Austrian quarter florin, which here passes for a franc, and which was introduced into the island by a planter who was authorised by the Government to put them in circulation on his own responsibility.

The supply of education is more than equal to the demand, and there is no reason, apart from their inherent indolence, why the youth of Bourbon should not be equally, if not better, educated than that of France.

The Lycée Impériale is affiliated to the University of Paris, and has about 350 students. The schools for young ladies are very numerous, and have, and I believe justly, a high reputation. There are also numbers of educational institutions, conducted by various religious orders.

The Christian Brothers have schools all over the island, where children of all colours and classes may receive a gratuitous primary education. Altogether there are about 80 schools in the colony, giving education to about 5,000 children, 1,000 of whom are paying students, and the remainder educated gratuitously. 24 of these schools are partly supported by the Government.

There is also an institution called the "Providence," a species of half industrial school, half reformatory, where different trades and handicrafts are gratuitously taught.

Public works are limited almost exclusively to the means of communication. In consequence of the irregularity of the surface, the roads present engineering difficulties of no ordinary character, which have, however, been admirably surmounted, and, making allowances for the periodical rains which break them up in every direction, they are kept in very fair repair.

The Route Impériale which goes round the island is well constructed and maintained, and some of the bridges over the deep gullies, through which the torrents from the mountains come down, are extremely fine.

An attempt has been made to construct a road round the cliff from St. Denis to St. Paul, to avoid the almost perpendicular ascent, but after the works had cost a large sum of money, and the lives of a score of workmen, it was discovered that the tunnelling was too expensive for the resources of the colony, and it has been abandoned.

Canals and works of irrigation, which would be of the greatest possible utility, and frequently go far to save a crop, are apparently quite lost sight of, and in the few cases where they exist, are the result of private enterprise.

Attempts have frequently been made to construct ports of refuge at various places on the coast, but, as before mentioned, up to the present time no shelter exists for any but mere coasting craft.

In 1854 the first stone was laid of the Port of St. Pierre, and up to 1866 the works were pushed forward with activity. In consequence, however, of the depressed financial position of the colony, they have been since discontinued.

The works, however, are in a forward state; something like 1,500 yards of masonry have been constructed, including a jetty to the east of 320 yards in length, and one to the west of 300 yards. A basin of about 10 acres in extent is already completed, and one fifth of it dredged to a depth of 14 feet. The dredging appears easy and inexpensive, not costing more than five francs per cubic yard. It is a pity that a work of such great public utility should be allowed to fall into decay for the want of funds to complete it.

The original nucleus of the population of Réunion consisted of French emigrants settled at Madagascar, who came over with their slaves and established themselves in the island. They were subsequently increased by emigrants sent out from France by the Compagnie des Indes, and by pirates and freebooters who settled in the island and submitted to the authorities. Its central position in these seas has, however, subsequently occasioned its being invaded by great varieties of the human race besides Europeans, those of European parentage born in the country, and the class who go by the special designation of *petits créoles*, and who appear to have been originally the offspring of the illicit loves of former white planters with their slave women. Numerous natives from both the east and west coasts of Africa are found here, as Caffres, Mozambiques, Arabs from Zanzibar, &c. Madagascar has also supplied numerous specimens of its two races, the Hovahs and Sakalavahs.

The recent Convention between Great Britain and France, to facilitate the introduction of free labourers, has brought to the island crowds of East Indian coolies from the seaboard of Hindostan, and latterly there has been a large introduction of the natives of the new French colonies in Cochin China. It might naturally be supposed that such a diversity of race would produce a proportionate confusion of tongues; this however is not the case, and it is extraordinary with what facility new comers acquire a knowledge of the vernacular, which appears to be a combination of Malabar, Malgache, and Créole French.

Slavery existed in Madagascar when the French held a portion of it, and was thence introduced into Réunion. The Government for a long time encouraged the trade in slaves, and granted funds to support it. It was, however, suppressed by the English when they held the island in 1810. It was subsequently renewed under the Government of the Restoration, and it was not till 1837 that it was finally put a stop to.

The slave appears, on the whole, to have been well treated in Bourbon, and during the 200 years that the institution flourished, there were only two attempts at revolt, and although in other colonies the granting emancipation was generally followed by riots, here not the slightest disorder occurred.

For many years it was necessary to carry on almost constant warfare against the Marrons, as the runaway slaves were called. These people established themselves in the mountains in the interior, and came down at intervals in bands, on the inhabited part of the island, and pillaged indiscriminately.

Finally, in 1848, the Republican Government granted emancipation to the slaves, and with it an indemnity of 41,000,000 francs to the planters. At that period Réunion counted 60,000 slaves, and 4,000 East Indian emigrants, in addition to 45,000 whites and free coloured people. At this moment the population is 210,000 of all classes.

The principal characteristics of the coloured Creole may be said to be indolence, mendacity, and a propensity almost amounting to disease for appropriating the food of his neighbour, and in these three qualities they equal, if not surpass any population in the world.

They are however courageous, gay, and good tempered, as a rule possessed of more than average abilities, good musicians, and charitable among themselves, and were it not for their uncontrollable indolence and absence of moral feeling, might be made capable of a future.

The means are open in this colony for every man, no matter what his colour or position, obtaining some sort of education, and it is remarkable that many who as boys at school show signs of fair average abilities, subsequently relapse into ignorance and its attendant barbarism.

The absolute necessities of life for the poorer classes are cheap enough, and for them life is easy.

Their principal food consists of rice or maize, and salt fish supplemented by a vegetable called bredde, something like spinach. Rice ranges according to the supply, from 15 to 30 francs the *balle* of 150 lbs., and salt fish about 20 francs per 100 lbs.

They are generally clothed in a blue cotton stuff called percale. Shoes they have none, and as a rule they prefer going uncovered. Those who indulge in the luxury of a head covering are generally provided with a battered greasy felt hat, which, as a rule, never fits the wearer, and gives one the idea of having done service with generations in other places.

For the upper classes who live in the towns, however, living is enormously expensive, and everything partaking of luxury at almost prohibiting prices.

House rent is excessively high, with very deficient accommodation, and most of the houses are moreover in a bad state and require repair.

Carriages there are none, except the most battered old vehicles. Horses, as a rule, are also all old and broken down; very few are bred in the island, and those of the worst stamp; and no importations of any consequence have taken place for the last eight or nine years. They average about four times the prices of horses in England.

The charge for a boat (regulated by Government) to board a ship in the roads is 10 francs per passenger. A common street cab costs 5 francs an hour, and the landing the smallest parcel from a ship also costs 5 francs.

There is no possibility of travelling in the island by hired conveyance, the cost is so enormous. I was asked 860 francs for a carriage to go to and return from St. Pierre, a distance of about 150 miles.

Beef, all imported from Madagascar, costs 2 francs per lb. for the fillet, the only eatable part. Mutton very bad, $1\frac{1}{2}$ francs per lb.

Poultry, for some unaccountable reason, is very dear, as the whole country is overrun with cocks and hens; a chicken varies from $2\frac{1}{2}$ to 4 francs; ducks, 3 francs; geese, 10 francs; turkeys, from 15 to 25 francs.

Fish is also very dear, and varies much in price according to the state of the weather: may be said to average about 2 francs per lb. It is however good, and in moderate weather sufficiently abundant.

Réunion is divided, for purposes of municipal government, into communes, or quartiers, as they are called, which, following the rule of the original concessions, extend in narrow strips from the borders of the sea into the mountains.

The villages, seats of the municipalities are generally close to the sea, and with the exception of St. Denis, St. Pierre, and St. Paul, are of no importance.

St. Denis is the principal town and seat of Government. It has a population of probably 25,000 souls, but from its peculiar construction covers a large area.

With the exception of two or three streets close to the sea, consisting of shops and warehouses, the remaining houses of the town are surrounded with gardens and walled inclosures.

The situation is extremely picturesque, backed by lofty mountains, and with the perpendicular black cliff of Cape Bernard on its western side. It has but little trade, and nothing remarkable in the way of public buildings, except the infantry barracks. It has a Cathedral, a hideous structure in the Creole-Italian style; and a hotel de ville, a commodious building recently erected.

The Government House is a large ugly building, and was formerly a *depôt* or warehouse of the *Compagnie des Indes*.

There is a theatre where French opera and vaudevilles are generally performed during the cold season. The stage is the passion of the Creole, the poorest of whom will gladly go with an empty belly to save money to pay for entrance.

There is a lovely public garden, as far as situation and natural advantages go, but now, alas, almost a desert from the neglect, apathy, and indifference of the Creoles, who will not supply sufficient funds even for watering the plants.

The barrack is really the only building worthy of note; it is a handsome commodious structure, built on a high healthy situation over the sea, and has accommodation for about 400 men.

The building is surrounded by gardens both vegetable and flower, which, from the care taken of them by the soldiers, show an agreeable contrast with what one sees in other places.

But what really strikes a new comer most on his arrival at Réunion, is the manner in which he is landed on the island. As is remarked in another part of this paper, the sea during the greater portion of the year is excessively rough, and as the roadsteads are quite open, wooden stagings or jettys have been run out into the sea for the purpose of landing goods and passengers. At the end of the staging cranes are erected, and on the arrival of the boat with the too probably sea-sick passenger, a tub is lowered, into which he is stowed, and after being hoisted 30 or 40 feet into the air he finds himself landed in Réunion.

Réunion is the head-quarters of the French naval station in the eastern seas, which extends from the Cape of Good Hope to Bombay, and from Suez to New Caledonia. There are generally two or three dispatch vessels permanently attached to the colony for the purpose of carrying mails to Madagascar and the various ports on the east coast of Africa. The larger ships of the squadron however are only at Réunion during the cold season, the risk from hurricanes, &c., being too great to allow of them remaining permanently. There are no forts nor any artificial defences whatever worth mentioning.

At St. Denis there are three batteries mounting each six old-fashioned guns of small calibre, about 18-pounders I should think, the Government having wisely left the defence of the island to the dangerous sea-board and the impracticable mountains of the interior.

The land forces consist of a battalion of *Infanterie de Marine* about 400 strong, all quartered at St. Denis, with the exception of one company at St. Paul. A battery of artillery about 100 strong, and a squadron of *Gendarmerie* counting 166 men and 80 horses, and who are scattered in small detachments all over the island.

The latter is an admirable force, well mounted and equipped, and all the troopers selected from the sous officers of the French Army; to them the inhabitants of the island are mainly indebted for that absence of all disorder, and the security of life and property, which is so admirably maintained.

[For much of the information in this paper, I am indebted to Maillard "Notes sur l'Ile de la Réunion," "Album de la Réunion," and "Bulletin de l'Ile de la Réunion."]

St. Denis, Réunion, November 12, 1868.

NORTH GERMAN CONFEDERATION.

LEIPZIG

Report by Mr. Consul-General Crowe on the Michaelmas Fair of 1868, at Leipzig.

MICHAELMAS FAIR was held in the first three weeks of October, and was favoured by fine weather. Words indicative of a continuance of peace had fallen from the King of Prussia in one of his visits to the northern ports. The political horizon looked unusually clear; business accordingly assumed a new and long-forgotten air of briskness. It has been stated that no fair for the last ten years was so fully supplied with woollens as this one. The trade, it is true, was not affected by large wholesale operations—Dutch, Swedish, and Bavarian houses, and traders from Hamburg and Bremen, not being fully represented; but the mass of small buyers was all the larger, and heavy orders were received from Italy, the East, the United States, and South America.

Hides and Leather.—The fair opened early, as usual, for hides and leather. Of hides there was a large supply, with a tendency to lower prices than those of last Easter. Horse hides alone were in demand at advanced quotations; whilst sheep skins, owing to the diminished value of wool, were at a discount. The following are quotations:—

				£	s.	d.		£	s.	d.
Buenos Ayres (dry)	..	..	per centner	4	10	0	to	5	5	0
Rio Grande	..	..	..	4	10	0	..	5	8	0
German ox hides	..	..	..	4	13	0	..	5	5	0
Horse hides	..	..	..	per score	6	0	0	..	6	6
Calf skins	..	..	..	per lb.	0	2	14	..	0	2
Lacquered skins	..	..	..	..	0	1	6	..	0	1

Leather was in large request, and the market was rapidly cleared at a rise, of which the following is a statement:—

Sole Leather.

					£	s.	d.		£	s.	d.
Luxemburg	..	..	..	per centner	7	3	0	to	7	16	0
Treves	..	..	..	..	7	16	0	..	7	19	0
Siegen	..	..	..	..	7	4	0	..	7	19	0
Prüm	..	..	..	..	7	4	0	..	7	10	0
Malmedy	..	..	..	..	7	1	0	..	7	10	0
Eschweiler	..	..	..	..	6	6	0	..	7	4	0
Cow	..	..	..	..	5	14	0	..	7	10	0
Deer welt	..	..	..	..	6	0	0	..	6	9	0
Deer	..	..	..	..	5	4	0	..	6	6	0

Upper Leather.

Kips	..	..	..	per lb.	0	1	3½	..	0	1	6
Dressed leather	..	..	..	..	0	1	7½	..	0	2	1½
Calf (brown)	..	..	..	..	0	3	0	..	0	3	3½
„ (black)	..	..	..	..	0	3	0	..	0	3	6
Sheep's leather	..	..	..	per picce	0	6	0	..	0	6	0
Horse	..	..	..	..	0	13	6	..	0	13	6

Woolens.—The constant decline of wool prices influenced the sale of woollens at the fair—all plain goods, especially those dyed in the piece, being only saleable at low figures. To such manufacturers, however, as brought forward pattern cloth stuffs, such as those of Camentz and Crimnistschan, the market was favourable. Of all kinds, large quantities changed hands, considerable orders being taken for the Esst, Italy, and the United States, in middle fine black cloth, satins and cloths woven from dyed wool. Heavy hosiery was dull; but there was some enquiry for fancies, such as Apolda manufactures. There was also a demand for Chemnitz damasks for exportation.

Cottons.—The market for cottons was depressed on this as on other occasions, by lower figures for cotton at Liverpool; and though a large business was done, sellers were constrained to part with their goods at a reduction. It was not, however, till the signal of this reduction was given by one of the largest houses at Leipzig that trading took broad proportions. German prints, coatings, and trouserings, Swiss and German curtain-pieces and embroideries, all had a share of public favour; whilst broached curtain and cotton hosiery were comparatively neglected.

Linen.—Linen held a very strong position in Germany during the cotton famine, and kept that position so long as cotton prices ruled high. Since the reaction linen has gradually declined; and being in supply at the fair much beyond the requirements of buyers, it suffered an almost absolute depression.

Silk.—Business in the silk trade was regulated by the necessity of immediate consumption, the excessive dearth of the raw material making the manufactured one too expensive for general use in Germany. Taking these circumstances under consideration, the fair may be said to have been a good one.

Furs.—The following Table shows the supply, the sales, and prices of furs:—

Sorts.	Number of Pieces.	Sales.	Prices.
American :—			
Musk	1,100,000	350,000	per 100 pieces 35 thalers.
Beaver	25,000	10,000	" 10 " 50 "
Foxes (red) ..	22,000	8,000	" 10 " 30 "
Black and silver ..	1,500	..	" 10 " 100 "
Lynx	20,000	4,000	" 10 " 12 "
Racoon	230,000	100,000	" 10 " 8 "
Skunks	40,000	25,000	" 10 " 10 "
Bears	5,000	2,000	per piece 12 "
Virginian tetis ..	3,300	2,500	" 12 "
Otter	4,000	3,500	" 11 "
Minx	15,000	10,000	" 7 "
Seal	700	300	" 120 "
Sable	20,000	8,000	" 9 "
Russian :—			
Miniver (light) ..	600,000	500,000	per 100 pieces 10 to 18 thalers.
" (dark)	..	..	" " 26 30 "
" backs	600,000	300,000	" " 12 50 "
Fire martens	20,000	20,000	" 40 " 35 42 "
Ermine	20,000	16,000	" 40 " 30 43 "
Persian lamb	80,000	15,000	" 10 " 40 .. "
Merluschken	75,000	60,000	" 10 " 5 7 "

Sorts.			Number of Pieces.	Sales.	Prices.			
French :—								
Dyed rabbits	..	..	240,000	120,000	per 12 pieces, 5 to 10 thalers.			
German :—								
Hampster	..	..	..	..	12	18	20	..
Cats	..	..	..	..	12	7	8	..
Otter	..	..	..	..	12	4½	5	..
Foxes	..	..	..	..	10	14	0	..
Stone martens	..	..	..	..	40	125	0	..

The favourable run for furs, noticed during summer on the Russian and English markets, gave hope of briskness at Leipzig at Michaelmas. Some reliance was also placed on the fact that a new and lower Tariff for furs would come into force on the Russian frontier in January 1869, and produce an enquiry for German furs for the Russian market. The result in every case was different from that which merchants had been led to expect. There were no speculative purchasers on Russian account, except for otters; and prices remained high for peltry of all kinds, checking sales not only for home consumption, but for export. Some kinds, such as Astrachan, chinchilla, minx, and ermine, were at such a premium as to exclude them altogether, except for export to England, France, and the United States. Sales for German account were chiefly confined to Crimean and Persian lamb, rabbit, racoon, miniver, skunks, and musk. Large quantities remained unsold.

Hardware.—Numerous sales of hardware were made, but chiefly in small lots, Vienna goods having most favour; whilst an unusual stagnation was observed in the dealings for Bohemian steel and iron articles.

A good deal was done in French clocks and Swiss watches, and Michaelmas 1868 marks a period of improvement for this class of wares. Bohemian glass was in sufficient masses for sale, but suffered from the absence of foreign orders.

The fineness of the weather and an average harvest were favourable to the retail trade, which was both active and paying.

Leipzig, December 1, 1868.

TURKEY.

JERUSALEM.

Report from Mr. Consul Moore, with reference to Trade and other matters, at Jerusalem, during the Year 1868.

No circumstances or appreciable variations in trade, or in the other matters referred to in the Annual Report from this Consulate for 1867, have occurred during the year just expired.

The carriageable road between Jaffa and Jerusalem has not been completed within the expected time. A European Engineer sent by the Porte has recently arrived to continue the work.

Jerusalem, January 2, 1869.

UNITED STATES.

CHARLESTON.

Report by Mr. Consul Walker on the Trade and Commerce of the States of North and South Carolina, for the Year 1868.

A PREVIOUS Report will be found at p. 248, No. 4, 1866, of the published "Commercial Reports received at the Foreign Office from Her Majesty's Consuls in 1866."

TRADE AND COMMERCE.

The trade and commerce of the port of Charleston consists of the transactions rendered necessary in the shipment to other ports of the products of the interior, which find their way to Charleston for that purpose, and to the receipt of such supplies as are required by the producers in return.

The products which have so found their way to Charleston, are cotton, rice, naval stores, and lumber.

Table I. shows the quantities and values of the Cotton that has found export at the ports in North and South Carolina during the last three years, each ending 31st August.

Table II. refers to Rice during the same period.

Table III. refers to Naval Stores for the years ending 31st August, 1867 and 1868.

Table IV. refers to Lumber for the same period.

TABLE I.—STATEMENT showing the Quantities and Values of the Cotton brought to the Shipping Ports of the States of North and South Carolina during the Years ending August 31st, 1866, 1867, and 1868.

State.	Year.	Description.	No. of Bales.	Of lbs. at 450 to Bale.	Of lbs. at 300 to Bale.	Average Price per lb.		Value of a £	Aggregate Value.		Annual Totals.	
						Upland.	Sea Island.		Currency.	Sterling.	Currency.	Sterling.
South Carolina.	1866	Upland	113,686	51,158,700	..	40	..	6 40	\$ 20,463,480	£ 3,197,418	34,195,500	5,343,046
	"	Sea Island..	5,865	..	1,759,500	..	1 20	6 40	2,111,400	329,906		
	"	Upland	64,559	29,051,550	..	40	..	6 40	11,620,620	1,815,722		
South Carolina	1867	"	150,242	67,608,900	..	30	..	6 57	20,282,670	3,090,208	23,147,545	4,286,840
	"	Sea Island..	12,005	..	3,601,500	..	0 75	6 57	2,701,125	411,130		
	"	Upland	38,250	17,212,500	..	30	..	6 57	5,163,750	785,502		
South Carolina	1868	"	237,009	106,654,050	..	20	..	6 50	21,330,810	3,435,509	23,202,560	4,185,009
	"	Sea Island..	4,774	..	1,432,200	..	0 75	6 50	1,074,150	165,254		
	"	Upland	38,640	18,988,000	..	20	..	6 50	3,797,600	584,245		

CHARLESTON.

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TABLE II.—STATEMENT showing the Receipts of Rice at Charleston, South Carolina, and its Value, for the Years ended 31st August, 1866, 1867, and 1868.

Year.	Number of Tierces.	Number of lbs. at 650 to Tierce.	Price per lb.	Value of £	Value of Product.	
					In Currency.	In Sterling.
1866	4,119	2,677,350	cents. 13	\$ 6 40	\$ 348,055	£ 54,368
1867	15,337	9,969,050	11	6 57	1,090,595	166,996
1868	24,933	16,206,450	9	6 50	1,458,580	224,397

TABLE III.—STATEMENT showing the Export of Naval Stores from Charleston, South Carolina, for the Years ended 31st August, 1867 and 1868.

Year.	Barrels.				Of which.		Value per Barrel.		Total Value.		Price of a £		Grand Total Value.	
	To Great Britain.	Spain.	West Indies.	Coastwise.	Total.	Resin.	Turpen- tine.	Resin.	Turpen- tine.	\$	cts.	In Currency.	In Sterling.	£
1867 ..	18,898	1,455	283	33,390	54,026	36,013	18,008	4	17	\$	6 57	450,208	68,357	
1868 ..	28,546	3,309	498	30,499	62,852	41,902	20,950	3	15	\$	6 50	439,956	67,685	

TABLE IV.—STATEMENT showing the Quantity of Lumber Exported from Charleston, South Carolina, during the Years ended 31st August, 1867 and 1868.

Year.	Exported in Feet.						Total.	Price per 1,000 Feet.	Value.	
	To Great Britain.	France.	Spain.	West Indies.	Coastwise.				In Currency.	In Sterling.
1867..	1,103,989	290,361	782,820	2,317,672	15,336,261		19,831,103	\$ 18	\$ 356,958	£ 54,331
1868..	181,272	..	129,000	1,415,683	16,232,660		17,958,615	18	323,244	49,729

Other products of the field and forest, as matters of export, have been too trifling to be worthy of consideration.

The import trade at Charleston is also too inconsiderable to merit notice, for almost all vessels arriving for cargoes arrive in ballast. The foreign merchandize used and consumed in the interior is originally brought into Northern seaports, and then transmitted coastwise by the numerous steamers that ply between the ports at the North and Charleston.

In the same way the domestic merchandize is also forwarded from the Northern States to the consumers in the Southern States; and in the transportation of such merchandize, vessels other than American are not permitted to take part. The quantity of merchandize, foreign and domestic, thus brought to Charleston, is supposed to be very considerable; but as it is not subject to Customs duties at Charleston, the quantities, descriptions, and values imported cannot be stated.

The merchants at Charleston are not benefitted so greatly as the receipt and shipment of the products mentioned in the foregoing Tables would seem to warrant, for since the re-opening of trade a change has taken place which operates to the disadvantage of all Southern Atlantic ports. Allusion is made to the circumstances that New York has become a cotton mart, and has constant facilities for shipping, and an abundance of capital, of which the South is almost destitute. These circumstances, in combination with the competition in which the various rival transportation companies indulge, have superseded, to a very great extent, the resort to Charleston as a cotton mart; and instead of the product being sent there for sale, it is so dealt with in the interior, and then transported by some railway company, on specified terms, to be delivered at New York, Liverpool, or elsewhere. By this mode of forwarding the product, at least three-fifths of the quantity brought to Charleston proceeds, partly coastwise, to Northern ports, and partly by steam to Liverpool; and from that proportion the merchant at Charleston derives no profit.

The average prices of products and of exchange are stated in the Tables herewith furnished. The amount of capital employed in banking operations in South Carolina is little over a quarter of a million of dollars, of coin value, as against sixteen millions and a half of like value before the war. Usury Laws having been repealed, the Banks charge at the rate of 12 per cent. per annum for advances.

SHIPPING AND NAVIGATION.

The number and character of British ships trading to the ports of this Consular District scarcely varies from the showing made in former Reports, and a repetition of the Tables is thought unnecessary. It may be stated that of the American vessels engaged in the coastwise trade, and propelled by steam, there is an increased number; that vessels from the Bahamas and West Indies, generally bringing fruit and taking away provisions, have almost ceased to visit Southern ports. The quarantine regulations in the summer operate to their disadvantage, and the greater demand for their cargoes at more northern ports perhaps repays for a longer passage to a more distant market.

The charts published, by the Admiralty, of the port of Charleston, corrected to the month of March last, are very inaccurate. The inaccuracies having been pointed out, it is to be hoped they will soon be remedied; and the fact of their inaccuracy is only noticed here for the purpose of warning shipmasters, trading to Charleston, that they should supply themselves with Admiralty charts of a date subsequent to "III. 68."

AGRICULTURE.

The only agricultural products of North and South Carolina known to commerce, are cotton and rice. The Tables already furnished give all information as to these up to the 31st of August last. At the present time the crops of the planting of the spring season of 1868, being the crops of the current year, to end 31st August, 1869, are now reaching market, and conclusions, from facts established, may be drawn as to their extent.

The facts established are as follow:—As to cotton, there have been received at Charleston, as appears by the Commercial Statement published on the 11th December, 69,006 bales of Upland, against 86,777 bales at the same time time last year; 1,605 bales of Sea Island, against 1,088 bales; and 10,546 tierces of rice, against 8,684 tierces. The conclusion is that the area planted in Upland cotton, in the States of North and South Carolina, has been diminished; and, notwithstanding the past favourable season, the disuse of artificial manures, which the planters have been unable to afford, will be found also to have seriously affected the yield.

It should be borne in mind that the receipts at Charleston are not composed exclusively of Carolina-grown cotton, but that Georgia and even Alabama cottons form a considerable part of them; and this to a greater extent than last year, as is shown by the fact that at the same time last year Savannah had received, of Upland cotton, 150,708 bales, against 86,777 at Charleston, and this year but 120,433 bales, against 69,006 bales at Charleston.

In respect to the Sea Island cotton, it has again suffered so terribly the ravage of the caterpillar, that few will be bold enough again to invest their means in so hazardous a culture. The receipts to the present time are 1,605 bales, against 1,660 bales received at the same time from the limited planting of the year 1866; and 1,088 bales received the following or last year.

In regard to rice, not more than one-seventh of the land in cultivation before the war is now producing, and the result is about 20,000 tierces in lieu of 150,000.

Rice is protected by the 2-cent per lb. Customs duty imposed by the United States Tariff; and the probability is that if that protective duty were to be removed, the rice culture would entirely cease.

The production of the ordinary cereals of the country has been sufficient, it is said, to supply the population without resort to importation from other States.

POPULATION AND INDUSTRIES.

The following is a more perfect list of the various manufactories in South Carolina than has heretofore been published:—

Cotton Mills in South Carolina.—The Graniteville Factory, located at Graniteville, on Big Horse Creek, one mile from the South Carolina Railroad, and immediately on the Augusta and Columbia Railroad, runs 21,000 spindles and 587 looms, and produces 180,000 yards per week. The Graniteville Manufacturing Company has a capital of 720,000 dollars, and owns lands, water-power mills, and a village which is most beautifully situated and built, and contains a population of over 1,700, nearly all of whom get their living from the factory.

The Kalmia Mills, which are the next largest in the State, are finely located and built. They are on the same stream as the Graniteville Mills, and are built to run 14,000 spindles and 400 looms, but have not yet been finished. We hope soon to be able to announce the fact that they have been put into full operation.

The Vaocluse Factory, located above Graniteville, on the same stream, was destroyed by fire two years ago, and has not been rebuilt.

The Saluda Factory, located four miles from Columbia, runs 4,500 spindles, entirely on yarns, which are mostly sold in Philadelphia, and are highly spoken of in that market.

The Batesville Manufacturing Company's Mill, at Batesville, Greenville County, runs 1,260 spindles and 36 looms.

The Bivingsville Factory, Spartanburg County, runs 1,600 spindles.

The Barksdale Factory, on Enoree River, twenty miles south of Spartanburg, runs 1,000 spindles.

The Buena Vista Factory, situated on Enoree River, twelve miles from Greenville, runs 1,416 spindles.

The Cedar Falls Factory, on Tyger River, eighteen miles from Spartanburg, runs 1,000 spindles and 20 looms.

Crawfordsville Factory, on Tyger River, eight miles west of Spartanburg, runs 1,000 spindles and 20 looms.

Farr & Co.'s Factory, on George's Creek, was a small mill, which has lately been greatly enlarged and improved. We do not have its present size.

Fingerville Factory, on Pacolet River, fifteen miles from Spartanburg, runs 500 spindles and 15 looms.

Hill's Factory, on Tyger River, eighteen miles from Spartanburg, runs 500 spindles.

Lawson's Fork Factory, five miles east of Spartanburg, runs 1,600 spindles and 25 looms.

Reedy River Factory, on Reedy River, seven miles from Greenville, runs 1,250 spindles and 22 looms, on both cotton and woollen goods, a large portion of which are sold in New York.

Valley Falls Factory, on Lawson's Fork, five miles north of Spartanburg, runs 500 spindles.

Weaver's Factory, Greenville County, runs 1,200 spindles.

Sloan's Factory, near Pendleton, runs 1,800 spindles and 44 looms.

Paper Mills in South Carolina.—Buena Vista Paper Mill, Buena Vista, Greenville County; capacity, 500 lbs. of paper per day.

Greenville Paper Mill; capacity, 800 lbs. of paper per day.

Bath Paper Mill, located just below the Kalmia Mills, on Big Horse Creek; capacity, 3,000 lbs. of paper per day.

A very beautiful white porcelain clay, called "Kaolin Clay," which is in great abundance at a distance of about 120 miles from the seaboard, but very near to a navigable tributary to the Savannah River, and to the South Carolina Railway, has become, of late, an article of export from Charleston, frequent shipments being made of it to Northern ports. About 3,500 tons of it have been exported in the course of the last year, in casks containing about half a ton a-piece; and it has been sold at 8 dollars, paper currency, per cask, equal to 48s. per ton.

A stratum of rock, containing from 50 to 75 per cent. of phosphate of lime, has been found to underlie a vast area of coast-land. The stratum is about 18 inches in thickness, and about 3 feet below the surface. Of this, during the past year, about 5,000 tons have been exported, realising about 14 dollars, paper currency, the crude ton, equal to 42s.; but engagements may be made for its delivery, alongside ship in Charleston Harbour, at 10 dollars or 30s. per ton, of an average quality of 65 per cent. pure phosphate of lime.

PUBLIC WORKS.

It is necessary only to remark that the various railways in operation in South Carolina before the war, with one exception, have been

restored. The Charleston and Savannah Railway has been restored as far as Coosan Hatchie only, leaving about 40 miles of communication yet to be constructed.

Railway communication between Augusta in Georgia, and Columbia in South Carolina, is almost complete. By this railway, communication between North Carolina and the more southern and south-western States will be more direct, and Charleston will be thrown still more out of the course of direct travel.

Attention, however, is directed to the importance of completing those links of communication by rail which will connect Cincinnati with Charleston—a project which, if ever accomplished, will confer benefits on South Carolina that will compensate all the losses she sustains by the operation of the present competing railway systems to her disadvantage.

Charleston, December 15, 1868.

COMMERCIAL REPORTS

RECEIVED AT

THE FOREIGN OFFICE

FROM

HER MAJESTY'S CONSULS,

IN 1869.

A P R I L.

*Presented to both Houses of Parliament by Command of Her Majesty,
April, 1869.*

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1869.

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ITALY.

TURIN.

Report by Mr. Consul Colnaghi, on the yield of Cocoons in Italy in the Year 1868.

THE official returns of the sales of cocoons on the Italian markets in 1868, published in the Annual Report* of the President of the Chamber of Commerce of Turin, addressed to the Minister of Agriculture and Commerce at Florence, show, as noted in Table I., a not unimportant increase in quantity and value over the results of 1867, even when the sales in the Venetian provinces, not included in the previous year, are deducted from the total amount.

* Relazione al Ministro d'Agricoltura e Commercio sui Mercati dei Bozzoli dell'anno 1868. Torino.

TABLE I.—Showing the total Amount of Cocoons sold on the different Italian Markets in 1868; Drawn up from Returns published by the Chamber of Commerce of Turin.

Province.	No of places where Markets were held.	Total No. of Market Days in each Province.	Dates between which Markets were held.		Total Quantity of Cocoons sold in Myria-grammes.	Public Sales.				Quantity of Cocoons sold on Acc unt. or not Publicly Weighed, in Myriagrammes.	Total Quantity of Cocoons sold on Markets by Public or Pri- vate Sales, in Myriagrammes.	
						From	To	Total Amount of Sales in Italian Lire.	Prices per Myriagramme in Italian Lire.			
			Lowest.	Highest.								Average.
Piedmont ..	27	488	24 May	27 June	303,622	40*	150*	79 45	24,123,028 58	82,654	386,276	
Lombardy ..	6	120	16 "	26 "	49,219	10	100	67 68	3,331,324 23	..	49,219	
Emilia ..	15	344	23 "	4 July	63,403	20	130	74 91	4,749,860 33	23,449	86,852	
Marches and Umbria ..	8	213	25 "	5 "	20,483	18	165	75 47	1,545,940 18	6,446	26,929	
Tuscany ..	9	95	21 "	24 June	28,050	30	108	54 44	1,527,066 34	..	28,050	
Southern Provinces ..	8	241	15 "	18 July	37,696	11	92	51 74	1,950,406 59	11,300	48,996	
Venetian Provinces ..	1	22	25 "	15 June	120,000	60	88	67 50	8,100,000 00	..	120,000	
Total in 1868 ..	74	1,523	16 May	18 July	622,473	10	165	72 81	45,327,626 25	123,849	746,322	
Total in 1867† ..	61	1,282	6 May	1 July	434,242	12	150	66 42	28,842,467 37	102,502	536,844	

* The prices show the extreme limits attained; above 110 they were only for special qualities, in small quantities. The rate of exchange may be taken at about 27 lire to the £ sterling. The sales are made in paper currency.

† Not including the Venetian Provinces.

The foregoing Table does not include any sales other than those made on the public markets.

NOTE.—Return from Acqui received too late for insertion in General Table, 2,099 myriagrammes.

The high prices, so favourable to producers, are not to be attributed to the quality of the cocoons, which was generally indifferent. They may be considered, among other causes, as arising partly from the fact that prices were based on early samples before the crop had been damaged by the wet weather later in the year, and partly from the delay of spinners in making purchases in the hope of lower prices, which defeated its object when the expectation was not realised.

Table I. does not include a second crop, the produce of Bivoltine and Polivoltine worms. These cocoons, though of inferior quality, promise, if the Japanese breeds maintain their healthiness, to become of no small future importance, as may be seen from the quantity of cocoons registered as sold on 11 markets only in Table II.

TABLE II.—Abstract of Returns of Second Crop of Cocoons obtained from Bivoltine and Polivoltine Worms; from a Table published by the Chamber of Commerce of Turin.

Province.	No. of places where Markets were held.	Total No. of Market Days in each Province.	Dates between which the Markets were held.		Public Sales.				
			From	To	Total Quantity of Cocoons Sold in Myriagms.	Prices per Myriagramme in Italian lire.			Total Amount of Sales in Italian Lire.
						Lowest.	Highest.	Average.	
Emilia ...	6	147	10 July	12 Aug.	6,852	13	90	l. c. 61 97	424,632 74*
Marches and Umbria ...	2	53	11 "	29 "	4,647	16	74	46 77	217,373 50
Tuscany ...	1	9	7 "	18 July	†	38	82	†	†
Venetian Provinces ...	2	...	...	...	25,519	...	...	8 28	211,419 78
Totals ...	11	209	7 July	29 Aug.	37,018	...	90	23 05	853,417 02

* Rate of Exchange about 27 lire per £ sterling.

† Details wanting.

‡ Average.

NOTE.—The President of the Chamber of Commerce of Alessandria (Piedmont) reports that the after crop of cocoons in that province was but little inferior to the first, which amounted to 42,060 myriagrammes. (Statistica sul prodotto dei Bozzoli nella Provincia d'Alessandria, anno 1868.)

The quantity of cocoons sold on the public markets does not, however, represent the total produce of Italy. The sales by private contract are of great importance, especially in the Lombard and Venetian provinces, and it is therefore difficult to calculate, even approximatively, the total amount of the general yield. Considering, however, that the filatures of Lombardy alone are reported as consuming annually about 1,300,000 myriagrammes of cocoons of native produce, the total yield for the whole country can hardly be under, if it does not exceed, 3,000,000 myriagrammes.* This quantity, at the average price for 1868 of Italian lire, 72 to 81 cents. per myriagramme, would represent a value of more than 218,000,000 Italian lire, or about 18,000,000£ sterling.

In order to institute a comparison between the yield of 1868 and the result of previous years since the prevalence of the silkworm disease, it is necessary to refer to the provinces of Piedmont only, where the official returns have been regularly published for a lengthened period.

The annual registered sale of cocoons in Piedmont during the last twelve years have been as under :—

* According to some from 3,500,000 to 4,000,000 myriagrammes.

							Myriagrammes.
1857	..	..	..	..	..	..	220,885
1858	..	..	..	..	..	..	159,706
1859	..	..	..	..	..	..	105,820
1860	..	..	..	..	..	..	269,991
1861	..	..	..	..	..	..	317,595
1862	..	..	..	..	..	..	288,497
1863	..	..	..	..	..	..	353,443
1864	..	..	..	..	..	..	245,832
1865	..	..	..	..	..	..	198,368
1866	..	..	..	..	..	..	259,828
1867	..	..	..	..	..	..	281,759
1868	..	..	..	..	..	..	303,622
Total							3,005,346

Of which the average per annum is 250.445 myriagrammes.

According to the above figures, the yield of 1868, the third in importance on the list, is about 17 per cent. above the general average; and while it is only 14 per cent. less than the yield of the most successful season (1863), it is 65 per cent. better than the lowest return of the period under consideration (1859).

But though the yield of 1868, in Piedmont, may be considered as one of the best as regards quantity, since the appearance of the silkworm disease interrupted the normal state of the production, there was no corresponding increase in the yield of silk. The cocoons were in general poor and weak in substance; and the unfavourable weather in July, when it was cold and wet prevented them drying naturally—a process which adds greatly to their good preservation, and assists the successful reeling of the thread. Moreover, the brown stains to which the cocoons of the Japanese breeds are liable, are reproduceable by contact. In wet weather especially, the taint is quickly communicated: hence it happened that, this year, spinners had great difficulty in clearing out their warehouses, and but few at the end of August had entirely got rid of the infected goods, which, as the most difficult of preservation, are always reeled off first.

The eggs which gave the best results in Piedmont, in 1868, were, in the province of Turin, those of the annual Japanese breeds, green and white. In the district of Ivrea, however, in this province, three-fourths of the cocoons brought to market were the produce of the Italian breed, which for some time past is reported to have been successfully reared in that neighbourhood.

In the province of Cuneo, seven-eighths of the total quantity of eggs reared were of the Japanese breeds, either imported direct or first reproductions raised in the province, for the most part under the direct superintendence of the proprietors themselves, from annual cocoons obtained from eggs imported from Japan in 1866.

Little more than half the cocoons obtained in the province of Alessandria were from the Japanese breeds, and a diminution in the amount of the yield was the consequence. In this province the results obtained from Corsican, Macedonian, Portuguese, and native eggs, were not satisfactory.

The principal portion of the yield in the province of Novara was obtained from Japanese eggs; but there were also some parcels of cocoons, of excellent quality, reared from Italian eggs, and which were purchased for breeding purposes.

In Lombardy, about two-fifths of the yield were produced from eggs of the annual Japanese breeds, imported direct, chiefly green. The remainder was obtained, for the most part, from reproductions of the Japanese breeds, which, however, gave but indifferent results, as com-

pared with the imported eggs. The bivoltine and polivoltine worms were only reared in small quantities. There were a few parcels of excellent cocoons produced from Dalmatian, Chilian, and Chinese eggs. The annexed Table shows the total yield of cocoons in Lombardy in 1868.

TABLE III.—Showing the total yield of Cocoons for each Province of Lombardy in 1868, with the Prices per Myriagramme; from a Return drawn up at the Chamber of Commerce of Milan.

Province.	Total Quantity of Cocoons in Myriagrammes.	Breeds of Worms Employed.		Prices of Cocoons per Myriagramme in Italian Lire.			
		Japanese Imported Direct.	Japanese Reproduction in Italy.	Annuals.		Bivoltines.	
				From	To	From	To
Milan	260,000	$\frac{1}{2}$	$\frac{1}{2}$	65	85	30	50
Como	300,000	$\frac{1}{2}$	$\frac{1}{2}$	65	90	30	50
Bergamo	250,000	$\frac{1}{3}$	$\frac{2}{3}$	60	80	20	50
Brescia	200,000	$\frac{1}{3}$	$\frac{1}{3}$	55	85	20	50
Valtellina	50,000	$\frac{1}{4}$	$\frac{3}{4}$	55	75	20	40
Pavia	100,000	$\frac{1}{3}$	$\frac{2}{3}$	50	70	20	40
Cremona	200,000	$\frac{2}{3}$	$\frac{1}{3}$	40	70	20	40
Mantua	100,000	$\frac{1}{2}$	$\frac{1}{2}$	45	70	20	40
Total	1,400,000	..	..	40	90	23	50

NOTE.—On an average 18 kilogrammes of cocoons may be calculated as required to produce one kilogramme of silk in 1868.

In Central Italy, the eggs imported from Japan gave the best results. In the southern provinces, reproductions of the Japanese breeds appear to have met with the most success. In Tuscany, the native Italian breeds gave, exceptionally, the most satisfactory produce.

From the general results of the season of 1868, it would appear that the success of the yield of cocoons in Italy depends, in great measure, upon the importation of eggs from Japan, owing to the freedom from disease, which, when genuine, they have had up to the present time. The fraudulent imitations of Japanese cards, by which infected Swiss and Italian eggs have been sold as real Japanese, to the great loss of the purchasers, are therefore the more to be deplored. This trade had obtained such dimensions as to call for special notice on the part of the Ministry of Agriculture and Commerce in the early part of last year.

The following Tables show (IV.) the respective amount of production, in cocoons and silk, of the white and green Japanese breeds, as compared with the yellow Italian, Corsican, and Portuguese breeds; and (V.) the average prices of the cocoons of the several varieties during the last four years.

TABLE IV.—Showing the respective Amount of Production, in Silk and Cocoons of the green and white Japanese Breeds, as compared with the yellow Italian, Corsican, and Portuguese Breeds.

Breed of Silkworms.	Colour of Cocoons.	Quantity of Eggs (Proportional)	Quantity of Cocoons Produced in Kilogrammes	Quantity of Kilogrammes of Cocoons required to produce one Kilogramme of Silk.
Japanese*	Green	{ Card of 28 grammes }	25 to 30	15 to 18
"	White		20 „ 25	18 „ 25
Italian, Corsican, and Portuguese	Yellow		{ Ounce of from 28 to 30 grammes }	30 „ 50†
				12 „ 14

* The reproductions in Italy of Japanese breeds give, generally, one-fourth less in cocoons, and the cocoons produce rather less in silk than those obtained from imported eggs.

† For Corsican of the first quality.

TABLE V.—Showing the Average Prices of Cocoons (Japanese and others) during the four years 1865 to 1868 inclusive.

Breed of Silkworms.	Colour of Cocoons.	Prices per Kilogramme in Italian Lire in 1865.	Prices per Kilogramme in Italian Lire in 1866.	Prices per Kilogramme in Italian Lire in 1867.	Prices per Kilogramme in Italian Lire in 1868.
Italian, Corsican, and Portuguese. .	Yellow	9 to 10	5 to 6	8 to 10	9 to 11
Japanese	Green	7 „ 8	5 „ 5	6 „ 8	7 „ 9
"	White	4 „ 5	1½ „ 2½	3 „ 5	4 „ 6

Rates of exchange in 1865, about 25 l. per £ sterling.

„ „ 1866 „ 27 l. 50 c. per £ sterling (paper currency).
 „ „ 1867 „ 27 l. 40 c. „ „
 „ „ 1868 „ 27 l. „ „

The average quality of the yield of cocoons, taking one year with another, may be stated as under:—

	lire.	lire.
¼ of good quality at prices varying per kilogramme from	7	to 11
¾ „ inferior „ „ „ „ „	4	„ 6
20 „ Polivoltines „ „ „ „ „	3	„ 5

NOTE.—The prices are based on those of the yield of 1868.

1 kilogramme of cocoons of the first quality gives	grammes.
1 „ „ „ second „ „	70 of silk.*
1 „ „ „ third „ „	50 „
	35 „

The future of the silk crop of Italy gives great cause for anxiety especially since the silkworm disease appears to have reached certain parts of Japan. All attempts, up to the present time, to root out or even to palliate the ravages of this mysterious malady have been inef-

* On an average.

fectual; and I believe that its true origin has not been satisfactorily established. The best considered opinions would seem to place the germs of the sickness in the mulberry trees, and to assimilate it in character to the oïdium infecting the vine.

But while all efforts to find a remedy for this disease have been ineffectual, a patient investigator (M. T. Gandolfi, of Mondovi) states, after some years of study, that he is able to ascertain, by means of chemical analysis, whether the eggs of the silkworms are healthy and can be safely reared, or infected and useless. The practical success of M. Gandolfi's discovery will be seen in the ensuing season, when the value of his analyses, now being carried on at Turin, will have been tested by their results.

I subjoin a Table showing the annual produce of silk in Italy and the Tyrol during the last six years, as compared with the average production before the influence of the silkworm disease had made itself felt. This return is drawn up by the Secretary of the Chamber of Commerce of Milan, the Chevalier Pisani.

TABLE VI.—Return of the Produce of Silk in Italy and the Tyrol, from 1863 to 1868 inclusive, compared with the Average Annual Production before the outbreak of the Silkworm Disease.

Province.	Quantity of Raw Silk produced in Kilogrammes.						
	Before the Out- break of the Silkworm Disease.	In 1863.	In 1864.	In 1865.	In 1866.	In 1867.	In 1868. In 1869.
Piedmont (Liguria, Sardinia)	515,000	237,000	255,000	230,000	235,000	260,000	206,000
Lombardy	1,310,000	922,000	692,000	760,000	770,000	850,000	*395,000
Parma, Piacenza	32,000	11,000	8,000	9,000	10,000	11,000	2,000
Modena, Reggio, Massa	43,000	16,000	13,000	14,000	15,000	17,000	1,000
The Romagna	{	35,000	25,000	20,000	22,000	24,000	4,000
Marche		49,000	36,000	30,000	32,000	34,000	5,000
Umbria	205,000	5,000	4,000	3,000	4,000	5,000	1,000
Tuscany	140,000	61,000	45,000	35,000	35,000	39,000	20,000
Neapolitan Provinces	352,000	108,000	80,000	54,000	56,000	61,000	25,000
Sicily	163,000	64,000	43,000	32,000	33,000	36,000	10,000
Venetia	700,000	500,000	375,000	410,000	415,000	460,000	50,000
Total for Italy	3,460,000	2,108,000	1,581,000	1,597,000	1,627,000	1,797,000	719,000
“ the Tyrol	250,000	200,000	150,000	165,000	172,000	203,000	41,000
Grand Total	3,710,000	2,308,000	1,731,000	1,762,000	1,799,000	2,000,000	760,000

* It is calculated that there was also in stock in Lombardy about 100,000 kilogrammes of Asiatic raw and thrown (lavorato) silk. The stock in Lombardy is composed for the most part of silk imported from the other provinces, raw, and in course of being worked up.

The English equivalents of the decimal weights and measures used in the present Report are here annexed :—

1 gramme .. ..	.. ..	.. ..	.. ..	equal to 15.4340 grains.
1 kilo ramme .. ..	.. ..	.. ..	.. ..	2 lbs. 3 oz. 4.652 drs. avoirdupois.
1 myriagramme .. ..	.. ..	.. ..	.. ..	22.0485 lbs. avoirdupois.

Turin, January 1869.

NORTH GERMAN CONFEDERATION.

BRAKE.

Report by Mr. Vice-Consul Gross, on the Trade and Navigation of the Port of Brake, during the Year ending 21st December, 1868.

THE trade of the port of Brake specially and in general of the Grand Duchy of Oldenburg continues to improve, but has, however, in the course of this year afforded no subjects for new and interesting communications.

The importations cannot be in any way accurately ascertained as to their value; the chief import articles consisted of coals, cotton and cotton ware, cinders, iron in bars and hoops and all descriptions of machinery, pig iron, coffee, sugar, rice, tobacco, wine and spirits, deals and planks, asphalte, china clay, cement, hemp, corkwood, naphtha, petroleum, potash, rye, slates, tar, herrings, which were imported by vessels of different nations from all parts of the world.

The importation thereof from Great Britain consisted of—2 cargoes of asphalt, of about 165 tons; 4 cargoes of china clay, of about 460 tons; 2 cargoes of cement, of about 320 barrels; 6 cargoes of bar and hoop iron, of about 720 tons; 8 cargoes of machinery of all description, soda, chains and anchors, &c., of about 990 tons; 5 barrels of herrings, of about 1,800 barrels; 16 cargoes of assorted description, of about 1,375 tons; 65 cargoes of coals, of about 15,000 tons; 7 cargoes of slates, of about 875 tons; 1 cargo of coke, of about 85 tons.

The exportation was not so great as that of last year, and its value could in no way be justly ascertained, as no public official register thereof, nor of the importation, is kept. The principal export articles consisted of about 50 tons scrap iron, to Great Britain; 8,000 empty casks, to New York; 50 tons hemp, to Great Britain; 4,000 quarters oats to Great Britain and Hanseatic Towns; 100 tons hay, to Great Britain; 250 tons wheat to Great Britain and Hanseatic Towns; 2,000 tons barley, to Great Britain and Hanseatic Towns; 5,000 tons beans; 4,500 tons rapeseed, to Great Britain and Hanseatic Towns; 600 barrels naphtha, to Russia; 800 barrels petroleum, to the Baltic; 200 tons rice, to the Baltic and Norway; 450 tons rice meal, to Great Britain; 80 tons rags, to Great Britain; 280 tons German coals, to South America; 750,000 bricks, to Jutland; 160 hogsheads tobacco, to Scandinavia; 30,190 head of cattle, of which 4,960 went to Great Britain; 850,000 lbs. of butter, to Great Britain and Hanseatic Towns; 4,415 sheep, to Great Britain; 155 heifers, to Great Britain; 4,350 hogs, to Great Britain and Hanseatic Towns.

British shipping participated in this trade, as the shipping return shows which is herewith transmitted. Shipping and navigation gave for this year hardly any returns. The tonnage of the shipping registered here was lowered (by being registered in Bremen) nearly 9,000 tons, compared with last year, as shown by the following Table:—

Years.				Vessels.	Tonnage.	Average Tonnage of each.
1864	..	..	..	184	50,100	272
1865	..	..	..	189	51,500	267
1866	..	..	..	191	52,000	262
1867	..	..	..	232	58,000	250
1868	..	..	..	180	49,250	270

The intercourse of foreign-going vessels at this port was not satisfactory; there arrived last year 23 vessels less than in the year 1867, as shown by the following Table:—

Years.							Ships Arrived.
1864	..	..	..	..	..	..	311
1865	..	..	..	..	..	..	391
1866	..	..	..	..	..	..	292
1867	..	..	..	..	..	..	307
1868	..	..	..	..	..	..	284

The crop of barley, beans, and oats, owing to the dry season, was middling, but of excellent condition, and found buyers at fair prices; stock but scanty, and holders look for higher prices.

Surveys have been held for two different lines of railway, to connect Brake with Bremen on the one side, and Oldenburg and Osnabruck on the other side; and there are no doubts that one of them will be commenced in the course of next year, which will serve to improve the prospects of this port (especially for the exportation of coals), which, besides being a free port, offers now great facilities for the importation and stowage of goods subject to duty.

Shipbuilding is a trade carried on on a very large scale, there being in this vicinity alone 11 ship-building yards, employing at an average nearly 100 carpenters each, which delivered about 6,230 tons of vessels of all descriptions.

The buoys, beacons, lighthouses, and lights for the river Weser are in a very good condition, and it is in earnest contemplation to lay down a new light-vessel at the entrance of the river, by which the danger of entering in dark and stormy weather will be greatly diminished.

Having entered into details about the harbour and dock here in previous reports, it appears unnecessary for me to reiterate statements already made, since I have no new feature to communicate.

Brake, January 20, 1869.

RUSSIA.

TAGANROG.

Report by Mr. Consul Carruthers on the Trade and Commerce of Taganrog during the Year 1868.

ACTIVE business commenced at this place last season about two weeks earlier than usual, the navigation having become free and shipping plentiful towards the middle of April. As the preceding harvest had proved abundant, considerable supplies of produce came forward during the winter, so that granaries were generally well filled. Markets abroad, at the same time, although not animated, presented indications of greater movement in the distance, and wore a somewhat encouraging aspect; added to this, operations in the previous autumn turned out very remunerative to merchants here, imparting incitement for the renewal of investments, and although prices ruled high, buyers were adventurous and eager.

The spring was genial, much rain fell in the earlier months of the year, vegetation made good progress, and plentiful grass crops were ensured; the corn-fields, too, presented a promising appearance, although it became manifest that the winter wheat and rye had suffered to some extent from severe frosts.

Foreign corn markets grew less promising as the season advanced, and eventually gave way; in rye, more particularly, the drop was both sudden and extensive. Exporting merchants soon found to their cost that they had indulged too freely in sanguine expectations, and that, instead of satisfactory gain, they were doomed to sustain stinging losses. Prices in these parts were nevertheless supported, the detention of numerous barks, when descending the Don, having rendered holders of ready goods less tractable than they would have been under other circumstances.

The rains that fell early in May were partial, followed by a succession of high winds, which dried up all moisture, placing the crops in jeopardy. These happily recovered to a considerable extent further on, and although very unequal in different localities, the harvest was of fair average proportions on the aggregate. Hard wheat turned out objectionable in colour, but generally of good weight; Ghirka, or soft wheat, proved heavy, and unusually fine in grain; of winter wheat and rye, the crops were deficient; spring corn was of indifferent yield; linseed rendered fairly in the inland districts; and most auspicious weather favoured the harvesting in these parts, all having been housed in excellent condition.

Throughout the shipping season the export trade was continuous, although not of a lively character. Supplies ample, without having been superabundant; freights moderate, and the exchanges less fluctuating than in preceding years; but prices ruled proportionately higher than those abroad, which imparted a certain degree of heaviness to business, and the results have been less beneficial than adverse.

If, however, affairs last year were rather extensive than advantageous to merchants, Taganrog itself has made gigantic advances towards a more

important position. The Municipality has contracted for lighting the streets with gas; a new mole, after twenty years of lethargic repose, is being constructed; a branch of the St. Petersburg Commercial Bank established; a new Court of Justice, on the reformed principles, instituted; nor less momentous than the foregoing is the commencement of a railway to connect this place with Kharkoff; and all this too in spite of an inert, apathetic local administration, such as few other cities in Christendom can boast of, or deplore. The impulse imparted by past efforts has now only begun to quicken.

A more detailed exposition of the course of these markets for the principal articles of exportation is noted under their respective headings.

Wheat, as heretofore, forms the primary item of this export trade. Stocks in granary at the re-opening of the navigation were more considerable than usual, the preceding harvest having rendered abundantly, and supplies been liberally brought forward from inland districts throughout the winter.

Although prices stood here disproportionately high in the early part of last year, they nevertheless continued to advance until towards the first weeks of April, when advices from abroad became so discouraging that holders found themselves obliged to relax their demands, more especially for inferior descriptions. A decline then set in, which continued up to the end of August; after that time a firmer tone was manifested, and maintained to the close of the season.

The following Table, showing the extreme variations in the free-on-board rates of wheat paid in the respective quarters of the year, gives a clear indication of the range of prices:—

	First Quarter.		Second Quarter.		Third Quarter.		Fourth Quarter	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Hard wheat, best ...	2 12 7	2 7 7	2 12 7	2 3 7	2 9 7	2 7 7	2 7 7	2 7 7
" ordinary...	2 6 7	2 1 8	2 5 7	1 17 8	2 0 8	1 17 8	1 19 8	1 17 8
Soft Ghirka wheat, best	2 11 1	2 10 2	2 10 2	2 4 5	2 7 3	2 3 5	2 6 3	2 4 5
" " ordinary...	...	...	2 2 5	1 16 8	1 16 8	1 13 9	1 19 6	1 15 8

In 1867 the exportation of wheat at this port was the largest on record, notwithstanding which, shipments during the past year again exhibit an important increase. The capabilities of this portion of the empire for agricultural productions is indeed immense; and the means of transport which the Kharkoff-Taganrog Railway will afford and bring into action cannot fail to largely augment the volume of grain that will henceforth find its way hither, by opening sources of supply previously inaccessible to Taganrog merchants.

The quantity of cereals now in depôt is small, say at this place and Rostoff about 150,000 quarters, and at all the other Azoff ports not exceeding 110,000 quarters. Whether or not stocks will be materially increased during the winter must mainly depend on the nature of the weather and the stability of sledge roads.

In the five preceding years, wheat shipments at this port figure as follows:—In 1864, 933,295 qrs.; in 1865, 961,386 qrs.; in 1866, 1,183,888 qrs.; in 1867, 1,336,400 qrs.; and in 1868, 1,632,541 qrs.

Rye was launched into prominent notice by a large exportation to satisfy the urgent calls of Northern Europe in 1867, and has again formed no inconsiderable item of last year's shipments. Although the harvests of both 1867 and 1868 were by no means abundant in these provinces, a very high scale of prices, however, attracted hither unlooked for supplies. In the earlier months of last year, 8 silver roubles 50 copecks,

per chetwert, or 35s. per quarter, free on board, were currently paid; and fortunate were those who availed themselves of the then prevalent excitement to dispose of the goods on hand. Markets in April already indicated feelings of weakness; early in May a decline commenced; was succeeded soon afterwards by panic, when a drop to 5 silver roubles 75 copecks per chetwert, proportionate to 10s. per quarter, took place. A slight reaction subsequently occurred, and from 1s. to 2s. per quarter advance on the lowest rate was eventually obtained. At present stocks are exceedingly light and unlikely to be sensibly increased up to next autumn. As, however, sowing was effected under favourable circumstances last fall, the ensuing crops are augured well of. Very little attention was formerly given to this article, which has rapidly grown into importance, as is shown by the following note of shipments:—In 1864, 1,554 qrs.; in 1865, 4,733 qrs.; in 1866, 94,952 qrs.; in 1867, 346,289 qrs.; and in 1868, 350,605 qrs.

Barley was in good steady demand throughout the past season, and the exportation larger than for several preceding years, although the inauspicious result of last harvest rendered autumn supplies very scanty. The extreme variations in value, during the season, were between 5 silver roubles 75 copecks and 6 silver roubles 50 copecks per chetwert, or from 20s. 6d. to 23s. per quarter, free on board. Little is held in dépôt, and the quantity to come forward inconsiderable. Since 1863, the annual shipments at this port were as follows:—In 1864, 5,153 qrs.; in 1865, 16,218 qrs.; in 1866, 70,344 qrs.; in 1867, 71,748 qrs.; and in 1868, 256,046 qrs.

Oats were barely in sufficient supply to meet the wants of local consumption, and consequently do not call for comment.

Linseed attracted considerable attention during the past year, and was more abundantly supplied from the inland districts than expected. As prices were maintained at a high level throughout the season, it is very doubtful if the extensive transactions undertaken therein were beneficial to exporters. Existing stocks at the Azoff ports are insignificant; neither is it probable that the quantity brought forward next season will approach at all near to last year's supplies, although the crops inland were not complained of. Among agriculturists of these environs, the culture of linseed is in little favour, being supposed to impoverish the land. The aridity of this climate, too, is considered unsuited to the nature of the plant. Prices oscillated but slightly during the preceding twelve months, quotations having ranged between 12 and 13 silver roubles per chetwert, say from 45s. 2d. to 48s. 6d. per quarter, free on board. The exportation at this port, in the past five years, has been as follows:—In 1864, 191,846 qrs.; in 1865, 146,607 qrs.; in 1866, 193,227 qrs.; in 1867, 206,629 qrs.; and in 1868, 429,861 qrs.

Rapeseed of this country is a casual production, growing uncultivated either on ploughed lands laid down to rest, or among the corn. Its vegetation is exceedingly irregular, sometimes springing up in profusion without any apparent cause, at others rarely to be met with. It must, however, be indigenous to the soil; and were farmers disposed to give attention to the cultivation, might become well worthy of their care. Unless clean sifted, it is apt to heat on the voyage, and not therefore in favour. The demand was inactive at from 5 silver roubles 75 copecks to 7 silver roubles per chetwert, equivalent to 22s. 10d. to 27s. per quarter on board. Exportations last year reached 50,895 quarters, against 20,651 in 1867.

Tallow acquired greater importance in 1868, as an article of export, than for many preceding years; but was of much less interest than usual to the trade with Great Britain—France, Turkey, and Austria

having absorbed the by far larger proportion. Prices in those countries ruled proportionately higher than London quotations, so that out of the total quantity of 283,635 poods shipped, scarcely one-tenth of same was directed to British ports.

The last autumn admitted a large portion of the new-melted tallow to be shipped, whereby this year's supplies will be materially diminished; independent of which, the enhanced value of live stock, more particularly horned cattle, is likely to curtail the production, or in any case prevent an increase. Under these circumstances, the next Export List will probably indicate a decline, rather than otherwise, in tallow shipments, the produce of which does not appear capable of any great expansion in this quarter. Throughout the early part of last year, prices were stationary at about $4\frac{1}{4}$ silver roubles per pood, or 40% per ton, free on board. Towards the close of the navigation, however, an advance in markets abroad caused a rise of prices here to the extent of fully 2% per ton. Since then, still higher rates have been paid; and for delivery at open water, the parity of 47% per ton, on board, are now demanded. During the five preceding years, exportations were effected as follows:—In 1864, 68,820 cwts.; in 1865, 77,963 cwts.; in 1866, 102,300 cwts.; in 1867, 87,240 cwts.; and in 1868, 91,168 cwts.

Wools.—Merinos and the finer classes do not gain a footing in this trade, although they enjoy current sale at the localities of growth, as likewise at the fairs of Kharkoff, Poltava, Romney, and Ekaterinaslaff; whence they are forwarded to Moscow for consumption or for abroad, as the case may be. Merino clips in full grease realised from 8 to 9 silver roubles per pood, corresponding with 21 to 23 silver roubles per pood clean washed, or 21*d.* to 23*d.* per lb. free on board. No brook-washed parcels have shown themselves at this place. Donskoy, washed, although at all times in request for exportation, was much less eagerly sought after last season than usual. A full average proportion nevertheless found buyers for foreign account, and no diminution in the annual shipments is therefore perceptible. The fleeces were brought forward last year in exceptional good condition, and rendered largely in washing. Some compensation was thus found for high prices paid in the grease. Well-washed parcels obtained from 7*d.* to 7*d.* per lb. on board, and nothing of consequence remained undisposed of. In the last five preceding years, the exportation hence is shown as follows:—In 1864, 6,683,400 lbs.; in 1865, 5,913,720 lbs.; in 1866, 6,734,304 lbs.; in 1867, 6,117,264 lbs.; and in 1868, 7,052,364 lbs.

Independent of the foregoing, are some few articles of exportation not without a certain degree of importance, although uninteresting to the British trade, as will be perceived by the following note of shipments for the past two years:—

	1867.	1868.
Flour sacks	15,900	7,014
Butter, Siberian, melted .. cwts.	53,676	38,881
Caviar, black and red "	22,192	25,134
Tobacco "	4,307	16,357
Iron "	6,763	9,308
Nut-wood, Mingrelian "	..	3,467

The computed annual value of this export trade (Rostoff included) for the last five years, was of the following sterling amount:—In 1864, 4,633,876*l.*; in 1865, 2,901,590*l.*; in 1866, 3,358,513*l.*; in 1867, 2,726,657*l.*; and in 1868, 5,877,200*l.*

Imports at this place have not undergone a change of character for a

series of years past. They have been hitherto almost exclusively restricted to Levant produce; nor did any alteration take place worthy of note last season in the usual list of dried fruits, oil, and wine, with the exception of rails and ironwork, locomotives, and carriages, for the Kharkoff-Taganrog Railway now under construction, and some quantity of pig iron for the Government foundries: all of which, less the locomotives and carriages, came from England. The latter are of French construction; and were brought from Marseilles.

Under a system of high duties, and an exceedingly complex Tariff arrangement, the introduction of manufactures to any extent, at this port, was a moral impossibility. That branch of trade has consequently been languid, and of very secondary consideration.

The revised Custom-house Regulations, and a modified scale of duties which came into operation with the new year, may possibly prove less onerous than those previously in vigour, although the first impression does not favour such an assumption.

With the exception of a few privileged articles—viz., coffee, tobacco in leaf, Greek wines and currants—the reduction of duties is altogether insufficient to give an impulse to importations. A majority of items remain much on the same footing as previously, but in some instances the impost has been augmented. That the import trade should have been kept in suspense, and the entire commercial community perturbed during a length of time for so illusory a sequel, is nothing new in Russian commercial policy.

What relief the new classification of goods, with a looked-for simplification of routine and formalities, may bring forth, is useless to conjecture. Nothing short of experience will determine whether facilities have been in reality accorded, or if the alterations referred to may not prove more burthensome than the abrogated enactments.

The sterling value of importations at Taganrog, in the preceding five years, has been as follows:—In 1864, 544,433*l.*; in 1865, 414,006*l.*; in 1866, 473,245*l.*; in 1867, 590,468*l.*; and in 1868, 584,000*l.*

Shipping was throughout the past year commensurate with trade requirements. The season opened somewhat earlier than usual, but a timely supply of vessels was at hand to answer all calls. Freights, although moderate at open water, were remunerative, say 52*s.* 6*d.* per ton of tallow, or about 8*s.* 1*d.* per quarter of wheat, for the United Kingdom. Rates advanced to the extent of 1*s.* per quarter in April, and reached 65*s.* per ton of tallow, or 10*s.* per quarter of wheat, in June. After the close of that month they gradually receded until the end of September, when not over 50*s.* per ton of tallow, or 7*s.* 9*d.* per quarter of wheat, were obtainable. About this time numerous ships chartered on speculation begun to make their appearance, which proving disproportionate to the amount of tonnage required, caused freights to fall rapidly to the proportion of 30*s.* per ton of tallow, or 4*s.* 8*d.* per quarter of wheat. Even at this ruinous rate, many vessels remained unemployed, and were obliged to sail in ballast.

On the inexpediency of chartering ships to speculators or brokers of inadequate means, who cannot therefore be considered otherwise than non-responsible parties, I must refer to my Trade Report of January 1868, wherein that system was exposed as being fraught with undue risks, and certain to cause eventually heavy losses to shipowners; although no idea was at that time entertained that the evil was so near at hand, nor that during the following autumn forty or fifty shipmasters altogether would find themselves necessitated to accept inadequate compensation, cede their vessels at a heavy sacrifice, or leave the port without cargo.

British vessels attained last year a distinguished position among shipping that resorted to this port, having largely exceeded the amount of tonnage in any previous year, and considerably overstepped that under the Italian flag, which for years past was in the majority. Even Greek ships, that have hitherto far exceeded those of all other nationalities, and still numerically foremost, were surpassed to the extent of 19,300 register tons. Out of the 302 British ships that entered at this port, no less than 48 were steamers, 24,602 tons on the aggregate, being a greater amount of foreign steam power than ever appeared before in the Azoff.

The general conduct of British shipmasters at this place last year was orderly, if not at all times commendable. Too free an indulgence of strong liquors, by some of them, is a failing that might be amended with much benefit to such individuals themselves, and be conducive likewise to their higher standing as a class. I am, however, happy to testify that there is much less cause for animadversion than was formerly the case.

Insubordination of seamen is not an unfrequent subject of complaint by shipmasters, who aver that existing regulations do not give them sufficient control over their crews; and that well-conducted, obedient men, who understand their duties, are very rarely now to be found.

A summary Statement of the shipping at this port, for the last five years, may be considered of interest.

Nationality.	1864.		1865.		1866.		1867.		1868.	
	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
British	166	46,679	180	38,381	176	52,644	239	78,392	302	102,250
Russian	78	14,338	51	12,134	62	15,221	65	16,942	80	21,716
Greek	275	63,699	247	58,673	396	93,294	302	68,805	370	82,946
Italian	166	48,527	183	49,825	270	73,048	262	84,567	261	90,169
North German ...	22	4,929	31	9,328	39	12,878	74	26,864	79	27,846
Swedish & Norwegian	12	3,795	29	10,373	24	10,034	53	18,838	90	31,792
Sundries	98	17,298	95	18,005	87	12,628	86	20,850	177	59,011
Total	817	199,265	766	196,719	1,024	269,747	1,081	314,258	1,359	415,830

Exchanges at this place, throughout the past year, ruled steadily, extreme fluctuations not having exceeded 3 per cent. Bills on foreign parts can rarely be negotiated here to any extent, merchants being obliged to have recourse to bankers at St. Petersburg and Odessa for their principal supplies of cash. The average course of bills on London was 7 silver roubles 20 copecks per £ sterling.

PUBLIC INSTITUTIONS.

A branch establishment of the St. Petersburg Commercial Bank has been definitively opened here, which, together with the Municipal Bank in operation for some years past, will not fail to prove of much advantage to native traders. Foreign merchants will likewise derive utility therefrom, money being both received and given out on interest, independent of the facilities afforded thereby for the receipt and transmission of funds between the capitals and many of the larger towns, more readily and at less cost than by post.

Arrangements are in active progress for opening a Court of Assize on the reformed system. The President and some of the members have been nominated, and are already arrived here. It is purposed that judicial proceedings shall commence in March. This being constituted the centre and chief tribunal of a wide district, will not only prove a great public benefit, but necessarily impart increased importance to this city.

The foregoing public institutions, with those enumerated on previous occasions, are all at present in existence here worthy of notice.

PUBLIC WORKS.

The Municipal Council has concluded a contract for having the streets lighted by gas, but the works have not been yet commenced. Although the advantages to be derived therefrom are appreciable, they must be considered insignificant in comparison to those that were projected for supplying the town with good water, which indispensable necessity is now procurable only from a considerable distance and at a heavy expense. Streets lighted with gas should moreover be maintained in a tolerably good state of repair, a luxury none will be bold enough to assert the inhabitants of Taganrog at present enjoy—utility and convenience, as is not unusual, having had to make way for appearances.

Some advances have been made in the construction of the new mole, although the works do not proceed with that alacrity which might have been expected, considering the project remained in embryo fully a quarter of a century before emerging into light. When terminated, it will no doubt be found of much advantage to the coasting craft, but can scarcely ever become of service to shipping.

A railway to connect this place with Kharkoff, and consequently with all the main lines of Russia, was apparently determined on and commenced last summer under some sudden impulse little short of inspiration. The line has already been traced out over the coal-fields in the vicinity of Bachmoot and Slaviansk, whence it will take a direct course for Kharkoff. These works are pushed forward with much energy; and good progress has been already made in the embankments, simultaneously commenced at various points. Expectations are held out that the line will be completed and open to traffic next autumn, which, if accomplished, will evince a celerity of execution hitherto unknown in this country, and not often rivalled elsewhere, considering the distance to be not less than 350 miles. A branch line, likewise in progress, will unite Taganrog with Rostoff super Don. To discuss the advantages likely to accrue to this trade by those undertakings would be useless: they are indeed scarcely to be fully appreciated at present, but some idea may be formed thereof when it is considered that during nearly one-third of every year intercourse with the surrounding districts is greatly impeded, if not altogether interrupted, by the impassable state of the roads.

The Voronege Groushevskaya Railway, projected a couple of years since, but suspended, is, by a very recent Imperial edict, to be recommenced forthwith, and completed without demur. It will pass onward through Tcherkask to Rostoff, and join the Taganrog line at that place. These important undertakings are calculated, in the course of a few years, to vastly increase the resources and entirely change the character of this place.

AGRICULTURE.

Foreign implements, thrashing machines, &c., to economise manual labour, are being more and more brought into general use, and now employed to some extent even by the small farmers and peasantry. The latter are rapidly rising into notice in various localities, so that at no distant space of time the production of grain is likely to be largely increased by their industry, as a prelude to which, an augmentation of live stock, and the hire of grazing land from adjacent proprietors, has become prevalent.

Indian corn is the only new production observable in these parts. It has been cultivated in some of the Tchernamore districts within the last two or three years, and a few shipments made from the port of Yeisk.

POPULATION AND INDUSTRY.

By the scanty statistical information obtainable, the gross increase within this township is about 2 per cent. per annum; the excess of female births over those of males being in the proportion of 107 of the former to 100 of the latter; illegitimate to legitimate births are 12 to 100; marriages rather under $1\frac{1}{2}$ per cent. of the entire population.

Agriculture presents the only regular employment for the people within this Consular district, but wages are high. A field labourer, during the summer months, obtains readily from 1s. 6d. to 2s. per diem, irrespective of his food; and for workmen in town, from 3s. to 6s. per diem are paid during the shipping season. The labouring classes here are much demoralized by the low prices at which spirituous liquors are retailed, and honest, well-conducted domestic servants are almost unknown.

GENERAL REMARKS.

The rapid augmentation of steam barges, and barges to be towed by steam power, will henceforward afford considerable facilities to the trade of this port. It is estimated that in the course of the approaching season, fully 50 craft of that description, capable of loading 100,000 quarters of grain, will be held at Rostoff and Taganrog for the purpose of conveying goods to and from shipping in this roadstead. Not only will sea risks be diminished in some degree thereby, but the heavy charges for lighterage, which have of late years varied from 1s. to 4s. per quarter of grain, may be expected to become henceforward more moderate, and less subject to sudden changes.

A large increase in the consumption of anthracite and coal, for the widely extending railways and incessant augmentation of steamers, will powerfully assist the development of coal-mines in this quarter, as yet only in their infancy, and tend to reduce the cost of that mineral, not obtainable here at present under from 26s. to 40s. per ton for the respective descriptions.

Taganrog, January 19, 1869.

SPAIN.

CARTHAGENA.

Report by Mr. Consul Turner on the Trade and Commerce of Carthagena, for the Year 1868.

NUMBER of British and Foreign Vessels Entered and Cleared during the Year 1868.

ENTERED.			
	Number of Vessels.	Tonnage.	Number of Crews.
British Vessels	234	88,063	1,824
Foreign Vessels, not including } Spanish	250	52,528	2,528

CLEARED.			
British Vessels	200	96,340	2,712
Foreign Vessels, not including } Spanish	238	48,928	2,432

The principal exports from this district are silver lead, amounting to 28,800 tons, each ton containing from 55 to 60 ounces of silver, an increase over the preceding year of 1,849 tons, the greater portions of which are sent to England and France.

The exports of minerals have declined very considerably on account of the low price offered in foreign countries. Esparto grass still continues on the increase, 40,968 tons having been shipped during the year from this district, aguilas still maintaining its preponderancy; it is generally remitted in its raw state in compressed bales or bundles. The freights to England on this article have fallen from 1*l.* 15*s.* to 15*s.* and 1*l.*, through the number of vessels coming from Alexandria and eastern ports.

The chief imports consist of coke and coals from the United Kingdom, grain and flour from Greece and Marseilles; very large quantities of wheat have arrived from Greece, which is invariably placed in deposit, as the current price will not admit of speculation.

The foregoing abstract of shipping shows a falling off in British, in comparison with the preceding year, to the extent of 39,692 tons, whilst the foreign have maintained their position, which can only be accounted for by the very low freights from England and the excessive high port charges now in force, which have been augmented over two-thirds during the year 1868, thereby causing vessels to sink money.

The harbour works are progressing, but the contractors are not permitted to work as they desire, or they would be concluded in four years.

All agrarian pursuits are in the most depressed state, the husbandman being thoroughly disheartened through a succession of bad harvests, from the great scarcity of rain, and the present season could not appear

worse, the ground having received no moisture for months; consequently whole districts remain untilled, and the farmer is obliged to abandon his land to obtain work elsewhere to enable himself and family to live. This district is free of cattle plague, nor does there exist any contagious or infectious disease amongst cattle.

There has been a very great improvement in the silk crop, the worm being more healthy, and there are great hopes that the disease prevalent for several years is becoming extinct, and the year 1869 is expected to bring forth great results.

The lead and zinc mines are considered to be improving and remunerative. Steam power is more generally employed for pumping purposes, and tram roads in the mines are much in use, and facilitate the miner in his arduous work, yet there remains a great deal to be done to make this Sierra more propitious.

Factories there are none worthy of note, and the great employment is in the Government Arsenal, works of the port, mining and smelting operations. Wages are very low, and mendicity extraordinary; with all this province enjoys peace and tranquillity.

Carthagera, January 1, 1869.

PHILIPPINE ISLANDS.

Report by Mr. Consul Ricketts relative to the Local and General Administration, and to the Financial State of the Philippine Islands.

THE Philippine Archipelago is inhabited by various nations of the Malayan race, by Negritos, by Chinese, and by Chinese Mestizos. The hill districts are frequented by wild tribes, but the coast line and the plains are occupied by the more civilized portion of the population.

Wild Tribes.—The wild tribes may be divided into those who acknowledge the rule of the Government so far as to pay a small tribute, and those who are living in a perfect state of independence. The former may be computed at 25,000, the latter at 180,000 souls.

Amongst the latter, the most conspicuous are the Gumanes, Itapanes, Ibilaos, Apagos, Pampuyos, Isinayes, Altasanes, Busaos, and Buriks. All of these have their abode in the northern part of Luzon.

Each tribe forms a separate community, subject to the control of its own Chief or Bernaa.

Many pass their time in the cultivation of the soil, and raise rice, tobacco, maize, yams, &c. ; but many are more or less dependent on the chase for means of subsistence.

Tribal feuds are by no means uncommon, and head-hunting is practised in the north of the island much in the same manner as it is in Borneo.

Various attempts have been made by the missionaries towards converting these mountaineers to Christianity ; but so strong is their love of independence, and so great is their aversion to the payment of tribute and the performance of service of any sort, that few can be prevailed upon to come within the pale of civilization.

Negritos.—The Negritos, or small-sized negroes, the supposed aborigines, inhabit the hilly ranges of Luzon, Negros, and some other islands. They are never seen congregated in large communities, three or four families forming the maximum frequenting any particular locality. In some places they are known to cultivate a little rice and yams, but generally speaking they look to the chase for their supplies, wild deer, pigs, and monkeys being their favourite food.

The other savages construct huts for their families to live in, but the Negrito is content with the shelter which nature affords him in the shape of holes of trees and caverns.

Little is known as regards the languages spoken by the Negritos ; they appear, however, in most places to have adopted a certain portion of the dialect of the provinces in which they dwell. In Zambales, for instance, their language is interspersed with the Zambal dialect, and in New Ecija with the Tagalog. The Malay also enters into it to a certain extent, for in twenty-five words which I noted down as spoken by the Negritos at Dibaybay on the Pacific coast, seven were Negrito, nine Tagalog, and nine pure Malay.

In stature, the Negritos differ but little from the other inhabitants of this country, the men being from 4 feet 8 inches to 4 feet 10 inches. They have small teeth and small mouths ; their noses are slightly flat ;

their hair is short and woolly; and their colour, though darker than that of the Luzonese, is not nearly so dark as that of the African negro. We will now pass from the inhabitants of the hills to those of the plains.

People of the Plains.—There are no less than nine different nations inhabiting the Philippines. Those speaking the Ilocano tongue dwell in the north-western part of Luzon, between the coast line and the Cordilleras del Monte, from Punto Padre to Cabayan, in the southern part of the province of Zambales, *i.e.* from latitude $18^{\circ} 30'$ to latitude 15° . Those using the Ibanag language frequent the banks of the Rio Grande, in the province of Cagayan. The provinces of Albay and South Camarines are occupied by those speaking a dialect of the Tagalog called Vicol, whilst the central provinces are inhabited by the people of Pangasinan, the Pampangos and Tagalogs.

Scattered over the islands to the south—namely, Samar, Leyte, Cebu, Negros, Bohol, and Panay—are the Visayan nation.

Little is known as regards the people of Mindanao. Its northern districts, such as Surigao and Misamis, have submitted to the Spaniards; but the Llanuns, in the south, are still living independent of all authority.

The colour, stature, and features of all these nations bear a striking resemblance to the Malays of Borneo and the Straits.

Language.—Is the Tagalog derived from the Malay? In the Malay language there are twenty-five letters, whilst in the Tagalog there are but seventeen, *viz.*, fourteen consonants and three vowels—the *e* and *i*, the *o* and *u*, being used indiscriminately. In Tagalog, the letters *f*, *x*, *z*, *j*, *r*, are not used; *c*, *q*, and *k* are also applied indifferently. Among Malays, the letter *r* is pronounced quite distinctly; but the Tagalogs, the same as the Chinese, invariably convert the *r* into *l*.

Though wholly unknown in Malay, the accents play a great part in the Tagalog, thus:—

{	asó	signifies	"smoke."
{	áso	means	"dog."
{	báca	"	"war."
{	bacã	"	"that it may not be."
{	bácal	"	"iron."
{	bacál	"	"to sow paddy."
{	basá	"	"wet."
{	bása	"	"to read."

The prepositions marking the cases are quite different from those used in the Malay. In the pronouns there is more or less identity, thus:—

	<i>Malay.</i> (Not declined.)	<i>Tagál.</i> (Declinable.)
I	aku, sahya	aco.
we	kita, kami	kami, kita.
thou	aukau	ikau.
ye	kamu	kamo, cayo.
he	diya	siya.

The auxiliary verb "be" is expressed in Malay by "ada," and in Tagalog by "may."

The moods and tenses in Malay are framed by the use of auxiliaries, but in Tagalog particles are prefixed to the root, varying in all conjugations, and in most of the moods and tenses. Thus, in the verb "to find," hanap is *found by me* (i-pinagha-hanap co), "i-pinagha" being the prefix. Again, "to be found" (pag-hanapin), the prefix being "pag." In the

active the prefix is "mag," as in mag-hanap, "to find"; and nagha-hanap-aco, "I find."

These prefixes undergoing numerous changes, the acquisition of this part of the language is a matter of extreme difficulty.

<i>Malay.</i>	<i>Numerals.</i>	<i>Tagalog.</i>
satu	1	isa.
dua	2	dalua.
tiga	3	tiga.
empat	4	apat.
lima	5	lima.
anam	6	anim.
tujuh	7	pito.
dilapan	8	ualo.
sambilan	9	sujaí.
sapulo	10	polo.
sablas	11	labuí isa.
duapulo	20	daluang porro.
sa-ratus	100	sang daan.
sa-ribu	1,000	sang libu.

Among the number of words which are common to both languages, I find the following:—Sky, fire, rain, wind, buy, sew, sharpen, help, read, drink, scissors, rope, mill, tongue, eyes, mouth, men, son, day, month, year, deer, goat, fowl, pig, &c.

Generally speaking, however, no similarity whatever is to be found between words expressing the same objects of thought; thus the word "language" in Malay is "bahsa," and in Tagal "uica"; "house" in Malay is "rumah," in Tagal "bahay"; and "hot" in Malay is "panas," in Tagal "mainit."

The written character now in use in the Philippines is the Roman, that of the Malay the Arabic. In all words relating to religion, government, and science, the Malay is replete with Arabic; whereas the Arabic enters but very sparsely into the Tagalog. In short, in the numerals and pronouns there is a certain resemblance between the two languages, but in other respects little similarity can be traced between them. May not the Tagalog, then, be regarded as a totally distinct language from the Malay?

The Visayan, Vicol, and Pampango, are apparently dialects of the Tagalog. Little or no similarity is, however, to be traced between the Tagalog and the Ibanag and Ilocano languages.

The Tagalog is spoken by 1,316,000 souls, Visayan by 1,612,727, Vicol by 340,000, Pampango by 200,000, Ilocano by 467,000, Ibanag by 80,000, Pangasinan by 200,000, Chamorro (Marianas Isles) by 5,300, and Mindanayan by .

We must not suppose that the state of the inhabitants of this archipelago, previously to the arrival of the Spaniards in the year 1564, was altogether barbarous; on the contrary, civilization had already commenced, for we find the people were well clothed, and engaged in agriculture and industry. The town of Cebu was also at that period of some commercial importance, ships trading from thence to Japan.

Tribal feuds existed among many of the independent communities, but none of them appear to have been addicted to piracy. They were of a less warlike nature, and far more docile, than the people of Mindanao and Sulu. They entertained a superstitious dread of old trees and large rocks; they deified the crocodile and other animals; there was hardly a house without its household gods: these were called "Larawan."

We will now turn our attention from the past to the present status of the inhabitants.

Firstly, then, of their population. The following Table gives us in detail the population of the various provinces for the year 1863 :—

Visayas.

Names of Islands.	Number of Souls.	Number of Villages.	Area in Square Miles.	Rate per Mile.
Panay { Ant'que	88,243	19	5,148	127
Capiz	191,818	31		
Iloilo	375,500	39		
Cebu	314,517	45	1,500	209
Negros	144,594	41	4,884	29
Leyte and Bilirian..	154,530	40	3,800	40
Samar	138,799	35	4,752	29
Romblon	21,992	5	20	1,099
Bohol	192,734	31	1,188	162
Total	1,612,727	286	21,292	..

Luzon.

Names of Provinces.	Total Souls.	Number of Villages.	Area in Square Miles.	Rate per Mile.
Abra	23,140	8	Area of Provinces not known. Area of Islands taken from map, and calculated approximately.	
Albay	210,954	30		
Bataan	45,177	12		
Batangas	279,980	20		
Benguet	11,587	27		
Bintoc	7,000	11		
Bulacan	241,698	23		
Cagayan	63,059	19		
Camarines, S.	95,630	33		
Camarines, N.	26,499	9		
Caoite	65,225	16		
Corregidor	550	1		
Ilocos, S.	163,750	23		
„ N.	135,868	15		
Infante	7,250	3		
Laguna	129,064	23		
Isabela	29,674	10		
Lepanto	8,851	48		
Manila	275,218	29		
Moron	40,859	12		
New Ecija	80,463	18		
New Vizcaya	12,091	6		
Pampanga	118,694	28		
Pangasinan.. ..	171,503	29		
Porac	6,950	1		
Principe	2,980	3		
Union	91,089	12		
Zambales	72,506	21		
Tayabas	94,509	17		
Total	2,581,808	512	46,200	55

Islands in the Vicinity of Luzon.

Names of Islands.	Population.	Number of Villages.	Area in Square Miles.
Batanes	8,639	7	140
Burias	1,809	2	160
Calamianes and North of Paragua	13,851	5	1,696
Masbate and Ticao	11,716	9	1,584
Marianas	6,308	8	..
Total	87,944	48	7,804

Mindanao.

Names of Provinces and Districts.	Total Population Dependent.	Number of Christian Villages.	Area in Square Miles.
Pollok	3,913	7	..
Davao	937	2	..
Misamis	67,285	22	..
Surigao	29,159	30	..
Zamboanga	8,982	3	..
Total	110,276	64	29,460

Islands of Basilan and Balabac.

					Population.
Basilan	..	..	..	..	115
Balabac	..	..	..	..	100

Summary.

Islands.	Total of Dependent Populations.	Total of Villages.	Total Area in Square Miles.	Rate Per Mile.
Luzon	2,581,808	512	46,200	55
Isles adjoining	87,944	48	7,804	..
Visayas	1,612,727	286	21,292	75
Mindanao	110,491	64	29,460	..
Total Dependent	4,392,970*	910	104,756	..
Independent Wild Tribes	180,000	..	..	..
Mussulmans and others in Mindanao	500,000	..	..	..
Total Inhabitants, approximate	5,072,970	..	..	48

* Of these there are 150,656 Chinese mestizos, and 18,602 Chinese.

The European population may be estimated at 4,300 Spaniards esta-

blished in the country, and some 200 foreigners. The Spanish mestizos number about 4,000.

In the year 1850 the total population was, I see, calculated at 3,815,878 souls, showing an increase of 577,092 in 13 years, or about $\frac{4}{5}$ per cent.

Many assert the augmentation of this population to be as much as $2\frac{1}{2}$ per cent. per annum; but in view of the fact that many die before they have attained the age of twelve months—that the inhabitants during the rainy season are exposed, in badly built houses, to the inclemency of the weather—that great ravages are at times caused by cholera and smallpox—that no medical aid can be obtained beyond the precincts of Manila—and, further, that the habit of drinking spirits is considerably on the increase—one is led to suppose that the population is in many parts almost stationary; and, under the most favourable circumstances, and even in the most favourable localities, its rate of increase does not exceed 1 per cent. per annum.

The increase above alluded to (577,092) cannot be taken as any criterion of the exact rate of increase, inasmuch as the calculation for the year 1850 is in a measure based on the number of people at that time paying tribute.

The northern provinces of Luzon are thinly peopled, but the central districts contain a population, in some places, probably not far short of 250 to the square mile; in Cebu the average is 209.

In Sumatra, the average rate of population is said to be 16 to the square mile; in Borneo, 8 to 10; in the Malay States of Salangore, Johore, Pahang, and Tringau, 8; in Jellalu and Johole but 4; and in Java about 250. On the whole, then, the population of the Philippines, though greater than in Borneo, Sumatra, and the Malay Peninsula, is less than in the island of Java.

The Chinese population, in the year 1860, was computed at 16,898, so that during the last seven years there has been an augmentation, from immigration, of but 1,704 persons. The immigration of Chinese, in the years 1865–66, to Singapore was 14,270, including 7,655 females; to Penang, 3,000; to Malacca, 152.

Towns.—There are no less than 210 pueblos or towns, many of them having as many as 5,000 and 10,000, and some of them even 30,000, inhabitants.

Dwellings.—The houses of the natives, generally speaking, are built of bamboo and the leaves of the Nipa palm, in much the same manner as those we see in Borneo and the Straits. The dwellings of some of the wealthy natives are well constructed, the lower part being of stone, and the front of the first storey ornamented with carving. Tables, chairs, and bedsteads even, are in use in the habitations of some of the native notables.

Industry and Commerce.—Hemp and cotton articles of clothing, mats, and hats, are no longer wrought, as formerly, solely for the consumption of the family or village, but are sent to Manila for sale. Fairs are held in many places; and an internal commerce is carried on in oil, wine, fish, timber, sugar, coffee, cocoa, tobacco, rattans, coarse pottery, hemp, horses, oxen, rice, &c.

The total value of the foreign exports and imports, for the year 1864, was 4,800,783*l.* sterling. The total of the foreign shipping entering the port of Manila was 106,833 tons. This shows a commercial movement but little, if at all, superior to the small colony of Penang and Prince of Wales' Island. The total value of the trade of Penang, for the year 1864, was 4,496,215*l.* sterling, and the total of the shipping 171,134 tons. Penang and Prince of Wales' Island embrace, it must be remembered, an

area of but 300 square miles, and contain a population of but 124,770 persons, a large proportion of whom are Chinese, and engaged in agriculture.

A detailed statement of the commerce and productions of this archipelago will be found in my Commercial Report for the year 1867.

Land.—In some places, and more especially in the central provinces of Luzon and Iloilo, the greatest portion of the land is under cultivation; in others, the country is still covered with dense forests. The proportion of cultivated to waste land in the archipelago may be roughly estimated as 1 to 10.

In the fertile parts, such as in Bulacan and in the vicinity of Manila, land is valued at 150 dollars the acre.

Large estates are held by some of the religious orders, and also by some few Spaniards and mestizos; but the greater portion of the cultivated land is in the hands of peasant proprietors.

All uncultivated land is the property of the Government, and natives who neglect to cultivate their land are liable to have them forfeited to the Crown.

The right of foreigners to hold land has been lately admitted in a Royal Decree published at Madrid.

The metayer is the tenure under which land is held, the tenant paying one-half, one-third, one-fourth, or one-fifth, according to contract.

Agriculture.—The agricultural instruments in use are the hoe, harrow, roller, and plough, drawn by one buffalo. In some parts of Luzon the fields are well weeded, and the clods of earth rolled down. In some places the whole of the fields are sown annually with rice; in others, a certain portion of land is allowed to remain fallow. This, of course, depends on the number of the population located in the district. Irrigation is not generally understood, though, when brought into play, its results are most advantageous to the farmer. In the district of Lukban, for instance, in the province of Tayabas, two crops of rice are annually obtained from the same lands.

The method of labour appears to be pretty equally divided between the sexes—the men opening out the country and ploughing; the women weeding, planting, and reaping. The grain is not threshed out, but is trodden out, as in other parts of the East.

Rice, indigo, the cotton tree, the sugar cane, and the wild plantain, existed in the Philippines at the time of the conquest; but the tobacco plant, the cocoa tree, maize, and wheat, are said to have been introduced by the monks. Agriculture in these islands, though superior to that known in any other part of the Eastern Archipelago, is far inferior to that both of Java and China.

Peasantry.—Few of the peasantry farm more than three to four acres, and few have any capital at their command, their whole stock in trade consisting of their nipa hut, one or two buffaloes, two or three pigs, and the labour which the members of the family are enabled to contribute. Being spendthrifts and gamblers, they are for the most part in straitened circumstances.

Agriculture will only be improved when more foreigners have taken up their residence in the interior, when more foreign capital has been invested in land, when the communications have been properly opened, and Chinese agriculturists induced to settle in the provinces.

Education.—Out of a population of 4,300,000, there were in the year 1866 but 227,000 children attending schools, the total number of schools having been computed at 650. In Manila and its suburbs, containing a population of 275,218 persons, there are 25 schools attended by 2,843 children. Education may be said to have been sadly neglected, for the

instruction of the natives, which has been hitherto left entirely in the hands of the monks and their assistants, has been confined almost exclusively to reading the Catechism in the native dialects.

The Spanish language, though spoken to a certain extent in Manila, is altogether unknown in the provinces. Finding the natives but little interested in the acquisition of the language of Castile, the local Government imagined that this difficulty could be overcome by legislative measures. Accordingly, on the 11th November, 1867, an order was issued stating that unless able to read, write, and speak Spanish, no one would in future be eligible for the office of Gobernadorcillo, nor would they be exempted from the performance of personal services; further, that those parents who did not send their children to school would be liable to the payment of a fine of half a real to 2 reals.

The friars, who view with the greatest abhorrence the introduction of the Spanish language among the natives, are not likely to lend their aid seriously to the Government in such a matter; and hence this order, like many others, will probably be consigned ere long to oblivion. How much easier would it have been for the Government to have insisted on the acquirement of the native languages as an indispensable condition to the holding of office by its own officials?

Education will only take a start when a new class of schoolmasters has been formed, and when books suited to the wants of the people, and published in the vernacular, have been introduced and circulated in the provinces.

Local Administration.—The pueblo or town is governed by the Gobernadorcillo, the Cabeza de Barangay, and the Priest. At the head of every village and town (pueblo) is a Gobernadorcillo, or little Governor, whose office is elective, and lasts for the space of one year—the elections being under the control of the Alcalde and the Priest. The Gobernadorcillo may be regarded as a nominee of the Government.

As its name would denote, this office is of Spanish origin, and was most probably introduced at the time when the independent communities, into which the country was once divided, first began to be grouped around the convents. The authority deputed to this functionary is somewhat curious: he is supposed to see that the people attend to mass, that they comply with all the precepts of the Church, that there be no gambling or drunkenness, and that no one be idle. It is needless, perhaps, to say that these are matters which seldom occupy the attention of this personage.

The little Governor is entrusted with the power of hearing Civil suits up to the value of two taels of gold, or 44 dollars; he can also inflict a fine of 5 dollars, and imprison for the period of two to three days. As a compensation for his services, he is entitled to receive 2 per cent. on the value of the tribute collected by him. The Gobernadorcillos, being for the most part ignorant and without education, are, in matters relating to the internal administration of their district, invariably compelled to refer to the monks for their advice and assistance: the friar, therefore, is in reality the Governor of the district.

Next in rank to the little Governor, is the Cabeza de Barangay. Previously to the arrival of the Spaniards in the Philippines, the inhabitants were divided into many independent tribes called Barangay, at the head of each of which was a chief or elder (Manguinoo). At that period the rank of Manguinoo was looked upon as hereditary in the family, women even, in default of male heirs, succeeding to the same. Amongst other things, the settlement of disputes was invariably left to the decision of the Manguinoo and some of the elders. All, however, that now remains of this rank, and the duties appertaining to it, is its name; for the chief

of the Barangay is in reality nothing more than a collector of poll-tax of the section of the community over which he is placed. It is here worthy of remark, that as the Cabezas, or heads, are themselves held responsible for the payment of the whole of the tribute of the people residing in their circle, few care to accept the responsibilities attaching to this office.

Police.—The police are named, in the first instance, by the Gobernadorcillos, but the appointments have to be confirmed by the Alcaldes. Those who are engaged as police are exempted from the payment of tribute. This is supposed to be a sufficient remuneration for their services, for they receive no salary. The term of service is three years. They have little idea of the duties belonging to their station, and are given far more to screening than apprehending malefactors.

This form of local government has been extolled by many for the wisdom of its design and the liberality of its principles, but however well suited it may be to the character and habits of the people, it must not be forgotten that the privileges granted were, after all, but limited, and were such only as the conquerors in the first place, from the paucity of their numbers and their restricted means, could not well avoid ceding to those who had submitted to their rule.

When we consider that churches are now erected in nearly every village, and in many places where formerly there was nothing but a wilderness—that the worship of animals has been abolished, and Christianity, paganised as it is, established in its stead—that the independent tribes have been gathered into large towns, having a system of police and obedient to the laws—that population has increased, commerce augmented, and agriculture and industry improved—it must be admitted that some advancement has taken place in the way of civilization. The degree of progress has not, however, been such as we expect to find in a country which has been for more than three hundred years under the guidance of an European power, and which has enjoyed the benefits derivable from many years of internal tranquillity; nor, although the friars have been mainly instrumental in bringing about this state of things, can much be expected as long as they remain the instructors of the people.

Religious Orders.—We will next view the state of the various religious orders residing in the Philippines. The ecclesiastical administration of this colony is divided into four dioceses, one under the immediate superintendence of the Archbishop of Manila, and the others under that of the Bishops of New Segovia, New Caceres, and Cebu.

According to the following statement, the total number of the priesthood in the Philippines may be reckoned at 1,800. There are—

Augustines in the convent	..	..	..	..	38	
In the hospital of S Lazaro	..	..	..	..	3	
As curates of parishes	..	..	..	..	137	178
Franciscans in the convent	..	..	..	..	34	
As curates of parishes	..	..	..	..	112	
As missionaries	..	..	..	..	15	161
Dominicians in the convent	..	..	..	..	55	
As curates of parishes	..	..	..	..	84	139
Recoletos in the convent	..	..	..	..	39	
As curates of parishes	..	..	..	..	136	175
Jesuits in Manila, Zamboanga, Basilan, &c.	..	..	..	..	22	
Brethren in San Juan de Dios	..	..	..	..	10	
Total of Regular	..	..	..	..	685	

Of the secular clergy there are in Manila—

Canons, prebends, &c.	..	..	..	..	..	..	81
Suite of the four bishops	..	..	..	..	..	..	16
Four seminaries	..	..	..	..	..	..	25
Chaplains, and assistants of parishes	..	..	..	..	..	..	293
Curates of parishes	..	..	..	..	..	..	219
Nuns	..	..	..	..	..	..	31

Total, Regular and Secular 1,300

To which may be added some 230 students, making altogether a total of 1,530.

Notwithstanding this mass of holy persons, there are still some 314 parishes and missions without spiritual guides; so that, according to the system hitherto adopted in the Philippines, the proper number of ecclesiastics is not as yet perfected.

Salary.—The friars in charge of parishes are paid by the Government at the rate of 180 dollars per annum for 500 tributos (*i.e.* for every 1,000 people) paying tribute and residing in their parishes. Some receive, from this source alone, as much as 2,500 dollars per annum. In the smaller pueblos, however, they are but poorly rewarded, and are compelled to eke out their existence by farming or trading.

The total expenditure incurred by the Government, in support of the Church in the Philippines, is computed at 570,000 dollars per annum, or about a quarter of the sum collected from the population as tribute.

Administration of Provinces.—The Philippines are divided into thirty-two provinces and districts. Twenty-one provinces are placed under the charge of Alcaldes, and eleven under the charge of political military Governors, in conjunction with the Alcaldes. The districts are administered by military men, with the rank of Commandant.

Alcaldes.—There are three classes of Alcaldes, viz., first, second, and third class. The salary which they receive is seldom more than 4,000 dollars a-year, but it is greatly augmented by the fees which they are permitted to retain on their own account, and which, in some of the provinces, exceed 10,000 dollars a-year. The fees in the alcaldías at Manila are levied on account of the Government.

The Alcalde is invested with numerous functions. He is political agent, collector and superintendent of the revenue, as well as the chief judicial authority of the province. In administrative affairs, his power appears almost unlimited; in judicial matters, he is entrusted with the hearing civil and criminal cases—an appeal, as regards the former, lying against his decisions whenever the suit be of the value of 100 dollars and upward, and in the latter in all cases whenever either of the parties consider themselves aggrieved by his decision. Appeals in the provinces, owing to the expense and difficulties attending them, are seldom resorted to: hence, in judicial matters also, there is in reality but little restraint imposed on the actions of the Alcalde.

Some few years ago these provincial governors were permitted to trade; this abuse, though abolished by law, still, I understand, exists, much to the disgust of merchants and the injury of the inhabitants. Money is also advanced by some of these officials to the peasantry on their crops at most usurious rates. These gentlemen being seldom acquainted with the native languages, are thrown almost entirely into the hands of the escribanos, or writers, of whom it will be necessary to speak hereafter.

It is perhaps fortunate for the Spanish Government that so few Spanish civil functionaries have hitherto been employed in the administration of the interior, and that so large a portion of the machinery of the Government has hitherto fallen into the hands of Churchmen.

Brigandage.—Brigandage, although a chronic complaint in this country, has lately appeared on a rather extensive scale in the provinces of New Ecsija, Pangasinan, Tayabas, and Cavite, close to the seat of government. The village of Gerona, in Pangasinan, was lately beset by a band of 40 brigands, the Court-house attacked, the spare arms of the police captured, the priest plundered, and the church spoiled of some of its ornaments; the brigands escaped scot free. On the 30th of September last the village of Sulipan, in the Pampanga, was also attacked by a band of 80, and the little Governor carried away captive.

These bands are composed of deserters from the army, of Cabezas de Barangay (tax-collectors), who have become defaulters, and of professed robbers. Whether their organization proceeds from any political motives it is not easy to discover; their expeditions, however, appear to be undertaken solely with the view of plunder.

Much might be done towards remedying this evil, by allowing the well disposed villagers to retain arms in their houses, and encouraging them to follow up and capture the robbers. If some such step as this be not adopted, we may rest assured that brigandage will, if anything, increase; for the police are without organization, and as before remarked are more prone to avoiding than capturing offenders.

General Administration.—The chief executive authority is the Captain-General, who is Governor of the colony, and at the same time Commander-in-Chief of the forces. He is President of the Supreme Council, and President of the Supreme Court of Judicature; in the latter, however, his authority is but nominal. In addition to the above functions, by a Decree dated the 21st July, 1868, the direction and superintendence of the public works of the colony have been entrusted to his charge. The term of office is three years; the salary 40,000 dollars.

Consejo de Administracion.—This Council is composed of the Captain-General as President, and 14 members, three of whom are salaried officers of the Government, the remainder being chosen from the most influential Spaniards in Manila; as this Council possesses no power to frame any laws whatever without the consent of the Home Government, its attributes are purely deliberative. The referring all measures of a legislative nature to the decision of the Colonial Minister is no doubt productive of many disadvantages, but it must be remembered that the prosperity of the colony has not hitherto been the object of the Spanish system of colonial administration, and that without such a control, the mother country would run the risk of losing the sources from which it has for a long time been accustomed to supply a certain portion of its wants; and is not some check necessary as long as the press is under censure, and no care taken in the selection of the officials.

Judicial.—The Audiencia, or Supreme Court, which was created in the year 1854, and consisted formerly of but five members, now numbers some 22 functionaries and 31 writers, and costs the colony no less a sum than 74,364 dollars per annum. Its functions are numerous. It takes charge of the estates of deceased persons; it is the court of reference for cases from the army and navy; it forms the only court of appeal from the provinces; in truth, the whole of the administration of justice in the Philippines would appear to be centralised in this tribunal. It would be interesting to know the number of suits lying at present unheard on the registers of this court.

Alcaldias.—There are three Alcaldias, or courts of first instance; in Manila. In addition to the Alcalde and the Fiscal (or Attorney-General) there are two escribanos (secretaries) and some 20 escribientes (writers) employed in each of these courts. As neither the secretaries or writers receive any salary from the Government they rely entirely

on the charity of litigants for their means of subsistence, hence a system of bribery arises which baffles all description.

Criminal offences, petty police cases, and civil suits are all in the first instance commenced in the *Alcaldia*. It is here worthy of remark that the decisions of the *Alcaldes* in petty police cases are always liable to revision by the *Audiencia*.

The written Law is composed of a penal code originally compiled for usage in Spain, of various regulations, called the *Leyes Indias*, commenced during the reign of Philip II., and of numerous Royal Decrees. With so clumsy a machinery we need hardly be astonished at the unjust manner in which the Laws are often applied.

All suits are carried on in writing, the parties to a suit making their declarations and signing them in the presence of the *escribano*. There would appear to be no rules as to the production of evidence and forms of pleadings, either party having it in his power unnecessarily to prolong the proceedings; cases of the most trivial nature are known to last for months and even years.

Financial.—The principal sources of the revenue of this colony are, firstly, the tribute, or poll-tax. This tax is levied on all natives, mestizos, and Chinese between the age of 20 and 60; people, however, in Government employ, such as *cabezas*, police, and *gobernadorcillos*, are exempted from payment of the same; it is computed at 78 cents for every Indian, and 1 dollar 56 cents for each mestizo.

The total amount collected for the years 1862 and 1867 was—

				1862	1867.
				Escudos.	Escudos.
Indians	..	..	..	3,481,274	3,629,700
Mestizos	..	..	..	282,412	299,800
Chinese	..	..	..	200,712	235,100
Infidels	..	..	..	23,996	23,500
Total	..	..	..	3,988,394*	4,188,100†

* Equal to 1,994,197 dollars.

† Equal to 2,094,050 dollars.

showing an increase of but 99,853 dollars in five years.

Much cannot be said in favour of a tax which imposes on the rich man exactly the same rate of payment as on the poor; many are, I believe, desirous of seeing this imposition abolished, and a house tax, if possible, established in its stead; this would be a far less invidious form of taxation, and would, if anything, be likely to prove a more lucrative source of revenue to the Government.

The Chinese paying tribute are divided into two classes, agriculturists and traders, the former paying 2 dollars to 3 dollars, and the latter 6 dollars per head per annum.

Road Tax.—Both natives and Chinese are compelled to furnish the Government with 40 days' labour on the roads during the year, or in lieu thereof to pay the sum of 3 dollars. In Manila and its immediate vicinity this tax is collected in money; but in the interior the people generally tender their services to the Government. As might be supposed, few advantages are likely to accrue to the State from such an imposition; the 40 days' labour besides being unequally distributed is in many places directed to other ends than those for which it is intended, and the roads suffered to remain in a bad state of repair.

In addition to the above some other slight contributions are demanded from the inhabitants. The total, then, of direct taxation to which Indians and Mestizos are individually subjected may be summed up as follows :—

	Indians.				Chinese Mestizos.
	Males.		Females.		
	\$	c.	\$	c.	
Tribute	0	78	0	78	1 56
"	0	07	..	..	0 7
Sanctorum	0	18	0	18	0 18
Cajas de Comunidad ..	0	06	..	..	0 6
Road tax	3	00	..	..	3 0
Total	4	09	0	96	4 87

This rate does not appear excessive, still it is as much as the inhabitants can afford to pay. Spanish mestizos are exempt from payment of tribute.

Contribution on Industry.—This is levied solely on the Chinese portion of the population,* and is divided into four classes, of which the first pays 100 dollars annually, the second 60 dollars, the third 30 dollars, and the fourth 12 dollars. Its value, estimated for the year 1867, was 199,500 escudos (99,750 dollars), or about 38½ per head on the industrious portion of the Chinese population.

The following gives the rate of direct taxation, for which each Chinaman in the colony is liable :—

	Chinese who Trade.				Chinese, not Traders.		
	\$	c.	\$	c.	\$	\$	c.
Tribute	6	00	..	..	2	to	3 00
Road tax	3	00	..	..	..	3	00
Contribution on industry ..	12	00	..	100 00	..	..	..
Total	21	00	..	109 00	5	to	6 00

In addition to the above heavy rate the generosity of the Chinese trader is occasionally appealed to by the Government in its extremities; thus, on the arrival of the Spanish fleet from the Pacific in 1866, when a so-called voluntary, but in reality a half compulsory contribution was set on foot for the victualling the same, many Chinese traders contributed as much as 100 dollars for their quota.

According to the present method of distribution, then, the poorest Chinaman pays more than any Indian, and the industrious Chinese trader or shopkeeper is overburdened, whilst the Spanish and foreign merchants are exempt from the payment of any direct tax whatever.

Tobacco Monopoly.—I come now to the monopoly of tobacco, the

* The contribution on industry in the year 1867 was estimated as being payable by 2,589 Chinese only; out of them 30 Chinese were registered traders of the first class, 517 of the second class, 812 of the third class, and 746 of the fourth class. Further, out of a population of 18,600 Chinese there are but 525 agriculturists.

most fruitful of the revenue sources of this Archipelago. This monopoly daes as far back as the year 1781.

In the north of Luzon and in the Visayas the cultivation of the tobacco plant is permitted under certain restrictions, but in the central and southern provinces of Luzon no person is allowed to raise it. In Luzon the only manufacturer is the Government. In the province of Cagayan in the north the yield for the year 1867 was estimated at 6,000 fardos of the first class, 19,000 fardos of the second class, 105,000 fardos of the third class, 72,000 fardos of the fourth class, making a total of 202,000 fardos.

The fardo of the first class is equivalent to 60 lbs. weight, and is valued by the Government at 9 dollars 50 cents; that of the second class to 46 lbs., value 6 dollars; of the third to 33 lbs., value 2 dollars 75 cents; and of the fourth to 18 lbs., value 1 dollar. Now, supposing the population of Cagayan to be 63,000 souls, or about 12,000 families, each family could, on an average, contribute approximately, say—

								\$	c.
0½	fardo of 1st class	valued at	..	..	..	..	..	4	75
1½	"	2nd	"	..	..	..	..	9	50
8¾	"	3rd	"	..	..	..	..	24	06
6	"	4th	"	..	..	..	..	6	00
								44	30
16½								80	

But the real market value of the 16½ fardos may be reckoned at 111 dollars; hence, owing to the monopoly, the loss actually sustained by each family in Cagayan, where all by the way are in a measure compelled to devote the greatest portion of their time to the culture of tobacco, does not fall far short of 66 dollars 70 cents. But this is not all. The tobacco supplies are never paid for when delivered, and the grower is compelled to wait one, and often two, years before he is able to receive the value of his labour. Great injustice is often inflicted by the arbitrary classification of the leaves—No. 1 being passed as No. 2, and No. 2 as No. 3. Placed in this position, and finding it difficult to support their families, the peasantry are forced to borrow money at exorbitant rates of interest, and thus they live indebted from year to year, eking out a miserable subsistence. It is here not altogether unworthy of notice that the fear of fines and punishment, rather than the prospect of high prices, is the principal stimulus by which the Government supplies are able to be maintained.

The value of the revenue derived from this monopoly for the year 1866-67 may be taken approximately at—

	Escudos.
Manufactured tobacco sold for local consumption, according to estimate	10,280,000
Manufactured tobacco actually exported in 1866	2,082,860
Value of leaf remitted to Europe on Government account	4,475,018
Total	16,837,878

or 8,418,939 dollars—a sum equivalent to nearly ½ths of the whole revenue.

The expenses incurred on account of the purchase of the leaf, manufacture, Custom-house officers, carriage, packing, freight, &c., having been about 4,519,866 dollars, there ought to have remained to the Government, on this head, a net profit of 3,899,073 dollars,

The total receipts estimated for in the year 1866-67 were—

	Escudos.
Contributions, tributes, &c.	5,327,200
Customs	1,883,200
Hacienda, viz., tobacco monopoly, opium, cockfighting, &c. ..	15,687,130
Lottery	1,400,000
State property	118,920
Marine	105,264
Miscellaneous	461,500
Total	<u>24,983,276</u>

or 12,491,638 dollars.

Thus about one-fifth was raised by direct, one-twelfth by indirect taxation, three-fifths by monopolies, and a certain portion by gambling.

The expenditure was—

	Escudos.
General obligations	820,543
State property	122,663
Grace and Justice	1,601,101
War	4,499,937
Expenses of tobacco, &c., and Hacienda	10,974,832
Marine	3,079,742
Administration	541,405
Instruction	135,385
Total	<u>21,775,606</u>

or 10,887,803 dollars.

Adding to the ordinary the extraordinary expenditure, estimated at 942,000 escudos, together with other sums, there is a supposed total expenditure of—

	Escudos.
Ordinary	21,775,600
Extraordinary	942,600
Half freight on tobacco sent home	202,500
Insurance on above	27,300
Total	<u>22,947,690</u>

or 11,473,845 dollars ; showing—supposing the receipts are equivalent to, and the expenses not greater than what has been here represented—a surplus of 2,035,666 escudos.

Instead, however, of there being an annual surplus, there is, I am told, a deficit.

The debt due by the Colonial Treasury to the local funds and religious institutions amounted, in 1866-67, to 6,000,000 escudos, or 3,000,000 dollars.

Government bills, payable at sight, are seldom paid until several months after they have become due, and private bills on Europe fetch a far more advantageous rate than those of the Government. The state of the Colonial Treasury may therefore be said to have been, for some time past, on the verge of bankruptcy.

The cause of this state of things is the retaining an unnecessary number of officials, the keeping on foot an army and navy totally disproportionate to the requirements of the colony,—as will be seen hereafter ; the payment of numerous items—such as pensions of officers residing in Spain, and the salary of the diplomatic corps in China,—that ought more properly to be charged to the Home Treasury ; the extraction of a large

amount of tobacco (some 13,500,000 lbs.) in the shape of tribute, and to speculation in almost every department.

The net profit derived from the colony by the mother country cannot be calculated at less than 3,730,900 dollars,—at least such would seem to be the case when we examine the following items, for which the colony is held responsible. These are—

135,000 quintals of tobacco forwarded to Spain and purchased by funds of the colony market value	\$ 3,105,000
Pensions paid by the colony to officers residing in Spain (many of whom have served but a short time in the Philippines)	410,000
Expenses defrayed by colony for diplomatic corps in China..	61,000
Half freight on tobacco sent to Spain	101,250
Half insurance on tobacco sent.. .. .	13,650
Total	3,730,900

Were the mother country able to draw on other sources, so as to fill up the gaps in her treasury, and were some of the unnecessary annual expenditure of the colony reduced, its administration might be conducted without the aid of the tobacco monopoly, the evil effects of which are visible to everyone.

Manila, December 4, 1868

COMMERCIAL REPORTS

RECEIVED AT

THE FOREIGN OFFICE

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M A Y, 1869.

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1869.

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FRANCE.

HAVRE.

*Report by Mr. Consul Bernal on the Trade, Commerce, Navigation, &c.,
of the Consular District of Havre, for the Year 1868.*

At the opening of the year 1868 commercial affairs in Havre wore a most gloomy aspect. The depressed state of the cotton market; the wide-spread distrust as to the maintenance of peace; the deficiency of the past harvest of wheat and oats; the famine in Algeria; the absence of any large orders from the United States; the ruinous war between Brazil and Paraguay; all helped to form a condition of affairs little calculated to inspire the merchants and manufacturers with much hope of effecting profitable operations during the ensuing twelve months, and led to a general and prudent curtailment of speculation. As the year wore on, although many of the above causes of depression still remained in force, a better feeling sprang up, and a steady progressive rise took place in the price of cotton, the staple and barometer of the town of Havre's prosperity. Fresh fields of activity were also being worked and developed, and towards the close of the year, although much ground had yet to be regained before the town could be said to have entirely reached its former pitch of prosperous activity, still a much better feeling as to the future existed in commercial circles, and the majority of persons looked hopefully forward to the coming year, and to the increased movement which the wise change in the Navigation Laws will necessarily, should the political horizon remain undisturbed, bring about at Havre as a port of direct importation.

Notwithstanding the depression of trade, British shipping did not fall off to any great extent in the number of vessels, while owing to the development of the cotton trade from India, and the consequent additional number of large ships which came here, the total amount of tonnage shows, excluding passenger steamers, an actual increase over 1867.

TABLE showing Entries of British Shipping at Havre for 1868, 1867,
and 1866.

1868.			1867.			1866.		
No. of Vessels.	No. of Tons.	No. of Crews.	No. of Vessels.	No. of Tons.	No. of Crews.	No. of Vessels.	No. of Tons.	No. of Crews.
1,051	363,553	16,311	1,075	351,102	15,889	895	294,940	12,775
190*	44,483	4,936	212*	51,032	5,936	280*	84,000	6,160
1,241	408,036	21,247	1,287	402,134	21,825	1,175	378,940	18,935

* Passenger steamers carrying full cargoes.

The above table shows a decrease of 24 in the number, but an increase of 12,451 tons in the total tonnage of vessels, excluding the passenger steamers.

Of the above, 1,051,502 (say 48 per cent.) were steamers, with an aggregate of 246,197 tons, and 11,295 men, against 498 (say 46 per cent.) steamers, of 241,600 tons, and 12,208 men in 1867, and 348 steamers (say 40 per cent.) of 196,681 tons in 1866; 448 vessels of 127,776 registered tons brought coals, against 493 of 144,956 tons in 1867, and 500 of 132,460 in 1866.

The steamers averaged 490 tons last year, against 489 in 1867. The sailing vessels 214 against 190 tons in the same period.

The principal cargoes besides coal were,—wheat 23, oats 59, cement 29, general cargo 294, pitch 15, petroleum 23, lead 16, guano 4, cotton 36, iron 8, tin 7, rice 5, coffee 3, sugar 18, timber 10, hides 4.

TABLE of British Ships that came from India with Cotton in 1868, 1867, and 1866.

1868.			1867.			1866.		
No. of Vessels.	No. of Tons.	No. of Crews.	No. of Vessels.	No. of Tons.	No. of Crews.	No. of Vessels.	No. of Tons.	No. of Crews.
33	26,813	766	18	11,965	426	8	5,432	167

The number of bales of cotton brought by the above were 127,215 in 1868, and 58,101 in 1867.

The indirect trade in British vessels has shown a progressive increase during the last four years, as will be seen by the following Table:—

Year.	No. of Vessels.	Tonnage.	No. of Crews.
1868 ..	121	44,326	1,445
1867 ..	73	29,307	902
1866 ..	58	18,431	741
1865 ..	35	10,456	357

The passenger steamers carry large quantities of goods, jewelry, &c., for transhipment to various parts of the world, besides immense supplies of fruit, vegetables, poultry, eggs, butter, &c. The number of passengers to and from Great Britain fell off from 44,566 in 1867, to 19,207 in 1868.

No change of importance took place in the port or its approaches during the past year, with the exception that the work of removing the foundations of the Tower of François was completed, and the entrance of the port rendered more easy. The pilots have not, however, yet learnt to fully avail themselves of the benefit, and still hug the south pier more than is necessary. Masters of large ships would therefore do well to take note of the north side of the entrance being now free from obstructions.

An English brigantine, bound to Harfleur, struck to the south of the harbour, while waiting for a pilot, on the remains of a French lugger which was lost there a year ago. A bouy has since been placed to mark the wreck. The brigantine was so badly injured that she was abandoned by the underwriters.

The new floating basin, with its three dry docks, on the site of the old citadel, will be finished in the course of 1870. As soon as this takes place, the long-talked-of all-important work of cutting away the awkward angle formed by the quay on the south side of the outer port, will be commenced. This question has been mooted and discussed for many years,

and various projects put forward in connection with it. During a visit paid in the summer by the Minister of Commerce and Public Works, it was seriously examined and adopted in principle. There is a great divergency of ideas amongst practical men as to what ought or ought not to be done, and many experienced persons are of opinion that the safety and necessities of the increasing commerce of the port, and particularly of the numerous lines of transatlantic steamers, require the carrying out of a much more extensive scheme of alterations than appears likely to be adopted. There can be no doubt that the outer harbour is at present far too small and too crowded, and that the throwing into it of the Florida Basin, which has hitherto been entirely useless, would greatly increase the accommodation and lessen the danger of collisions; but the authorities charged with the drawing up of a plan are said to consider that it will be better to endeavour to make a portion of this basin water-tight, and to retain it as such.

Had the authorities of Havre been gifted with a sufficient amount of foresight twenty-five years ago to have pictured to themselves the great increase that has taken place in its trade, they could, by cutting a channel from the sea to the north-west of the town, and the erection of docks in connection with it, have made the port a most formidable rival to both London and Liverpool. The land has now become too valuable for this scheme to be carried out, but there are improvements still feasible, and which will, as money is found for them, be by degrees effected, and if those who have the power will only second the wise and liberal commercial policy of the French Government by their endeavours to lessen in every way they can the burdens and impediments which fetter the shipping interest, the town and port of Havre will most surely attain to a height of prosperity it has never yet reached.

The principal burdens which weigh on foreign shipping are the dock dues; compulsory brokerage; the Law of quarantine; the prohibition of the coasting trade; and the regulations of the port respecting fires and lights on board ships.

The dock dues (which however are paid by both French and foreign vessels) were granted to the town in 1855 for the repayment of a loan effected for public works. They are of a comparatively high rate, being 45 centimes a ton for vessels laden with coal, and 75 centimes if with other kind of cargo. Although only granted till 1871, it is doubtful whether it will not be found necessary to continue them on for a longer period.

The question of compulsory brokerage remains exactly where it did—an anachronism in the course of recent legislation. There are very few masters who speak sufficient French, or who, doing so, avail themselves of their right to transact their own business at the Custom-house, and no concerted action has ever yet been taken by ship-owners against the system. The brokers are an able and honorable body of men, who are quite justified, from their point of view, in doing all they can to defend their enjoyment of a monopoly, the right to which they have purchased from their Government. But although the services given by them to large ships arriving from distant countries may be often such as to render the amount of their charge a matter of comparatively minor importance, yet this does not at all affect the undisputed fact that this compulsory tax is a grievous burden on all vessels in the home trade, who require little or nothing done for them; whose profits are small; and on whose freight the item of brokerage amounts to about $4\frac{1}{2}$ per cent. It is worthy of note, in considering this question, that one of the first reforms of the Provisional Government in Spain was to abolish the ship-broker's monopoly.

But if their privilege still remains intact to them, circumstances have

arisen wherein I think they have overstepped their right. Under the regulations in force, British vessels coming from the United Kingdom, or British possessions in Europe, pay 50 centimes, from all other places 75 centimes per ton of cargo delivered, the said varying, according to the nature of the goods, from 200 to 1,015 kilogrammes.

By a Treaty of Commerce and Navigation between France and Portugal, dated July 11th, 1866, Portuguese vessels, coming from any port whatever, are put on exactly the same footing with respect to all charges paid by the ship as French vessels, and by an Imperial Decree of July 28, 1867, the provisions of this treaty are extended to Great Britain. I therefore addressed an official letter to the Syndic of the Chamber of Brokers, calling his attention to the above facts, and pointing out that, in my opinion, no higher charge than 50 centimes per ton could be charged for brokerage, no matter from what part of the world the vessel arrived.

To this he replied that our Convention of 1826 was a Convention of Commerce and Navigation: that our Treaty of 1860 was of Commerce only; that the Treaty of 1866, between France and Portugal, is one of Commerce and Navigation; and that the Imperial Decree referring to our "Treaty of Commerce" of 1860, only applies the provisions of the "Treaty of Commerce" with Portugal to us, and that therefore we cannot claim the exemption from extra brokerage accorded to Portuguese vessels. These arguments are in my opinion but feeble ones, for the two subjects of commerce and navigation are so mingled in the French Treaty with Portugal as to form in reality but one subject, and if our Treaty of 1860 is a "Treaty of Commerce" only, yet the local dues and charges to be paid by the respective vessels are specifically mentioned in the 10th Article. The brokers have consequently continued to charge the extra 25 centimes a ton, but they have, in my opinion, no manner of right to do so.

In support of my view of the case, I may mention what has occurred in regard to pilotage. The principle regulating the rates to be paid by foreign vessels is identical with that of brokerage,—namely, that when coming indirect they pay 50 per cent. more ordinary pilotage than a French ship. British vessels coming from our possessions out of Europe also pay this extra charge. One of my colleagues, who takes the same view as I do of the consequences springing out of the Treaty between France and Portugal, made a move against the extra brokerage and pilotage paid by vessels of his country. As regards the former question no decision has as yet been arrived at, but as respects the latter he has received back from the Caisse des Pilotes, by order of the French Government, 3,000 francs for pilotage overcharged. One thing at least is certain, both these extra charges will disappear when the new Navigation Law comes in force on the 12th of June next.

The law of quarantine, as regards the absence of Bills of Health, is excessively stringent. No matter how many months a vessel may have been at sea without a case of illness on board, if the master has not brought a Bill of Health from the port whence he arrives, he is at once put in three days' observation. Even in cases where vessels have called for orders at a port in the United Kingdom, remained there over a fortnight, and brought a clean Bill of Health from the French Consul of that port, the same formality, with its attendant delay and expense, has been exacted. I cannot help thinking that the French Government might be induced to modify the great stringency of this portion of their Law.

The prohibition of the French coasting trade to foreign shipping has, I observe, attracted considerable attention in England. While on the one hand I am inclined to believe that our shipowners would not derive as much advantage as they seem to expect from its being thrown open, I

am sure, on the other, that much benefit would arise to the country generally by so doing. Remarks have been made on the fact of the coasting trade in France and Spain being open to the ships of each nation. It is quite true that by the "Pacte de Famille" it is so stipulated, and that Spanish vessels enjoy the right in France; but, as I am informed, it is a dead letter as regards French vessels in Spain, who have found themselves exposed to all manner of penalties when attempting to exercise the privilege on the Spanish coast.

It was understood that, in consequence of the representations which had been made on the subject, the Minister of Commerce and Public Works would issue early in 1868 a new set of Port Regulations for all France, of so liberal a character that the evils and complaints arising from the prohibition of fires on board ships would be put an end to. As soon as the new regulations made their appearance it was at once perceived that the intentions of the Minister were of a nature that left little to be desired, but that unfortunately a kind of consultative vote had been left to the local authorities, whereby they could, with the consent of the Minister, make special rules for their own particular port, and this proviso was quickly made use of at Havre, and special rules were framed and sanctioned whereby, with some few exceptions practically too trifling to be worthy of remark, our vessels find themselves exactly in the same position as regards fires that they have ever been. As I have repeatedly stated, the authorities by their prohibition increase the very dangers they wish to guard against, and whilst our ships and seamen are exposed to all kinds of expense, discomfort, and demoralization, the owners of sailors' boarding-houses, cooking-places, and grog-shops, are the only persons benefited by the system.

It is very strange with the great intercourse that takes place between Havre, Great Britain, and the United States, that such regulations should continue to exist.

Absence of complaints on the part of masters led me to hope that the great attention drawn to the subject had in a great measure put an end to the losses experienced by our vessels in weighing out their cargoes, but several glaring cases have, I am sorry to say, again recently occurred: Three sailing vessels from the North of England, with 480, 418, and 410 tons of coals per bills of lading, have been weighed out 25, 12, and 14 tons short respectively. Now, the masters of these coal-boxes—for they are nothing more—can tell exactly by their draught of water how much they have on board, and in one case the cargo consisted of large lumps, where there could have been no loss or waste from dust.

The Chamber of Commerce will, however, do nothing in the matter, and in taking freights for Havre masters of vessels must remember what they have to expect, and I can only repeat the advice I have so often given them about looking carefully after the weighing out of their cargoes.

All the foregoing impediments and burdens on commerce and shipping would have long ago been remedied or removed had there been any unanimity among the Consular Body; but five-sixths of them being merchants and many of them French subjects, it is impossible, as will always be the case in similar circumstances, to get them to take a concerted action on any subject, and the few who do endeavour to get anything altered or improved are forced to rely on their own individual and separate exertions.

Two things, which will probably both come into operation in the present year, are bound to cause considerable alterations in the current of trade and commerce. I allude to the change in the Navigation Laws which comes into force on June 12, and the completion of the canal across the Isthmus of Suez.

The change in the Navigation Laws cannot fail, if rightly appreciated and laid hold of by British shipowners, to benefit more or less their interests. From and after the 12th of June all flags will be placed—with a few exceptions which do not affect us in any way—on the same footing. That is to say, that in the first place, a British ship will pay no more brokerage or pilotage, come from where she may, than a French vessel; and secondly, that whereas at present it cannot bring cotton and tobacco from the United States; dye-woods from the West Indies; coffee, hides, wool, &c., from South America; rice from the East Indies (other than British India); &c., &c., without a surtax on the merchandize of from 20 to 150 francs per ton, there will then be nothing to prevent our ships bringing those articles direct to French ports on equal terms with all the world.

Goods imported into bond by foreign vessels, and not withdrawn till after the 12th of June, will share in the benefit of the new Law.

One immediate change will be that the French merchant will be led to import direct into France, instead of making his purchases in London or Liverpool.

A little reflection will show how large a field will be presented to the enterprize of our shipowners. In the article cotton alone 119 American ships (and there will be more this year) brought 256,000 bales from the United States in 1868, and although their vessels would of course have the preference in their own ports, still we surely ought to be able to advantageously compete with them for some portion of the trade. It is true their vessels have a greater capacity for carrying cotton than ours of equal tonnage, still the freight earned is a lucrative one, and our vessels are in some respects sailed at a less expense.

I cannot help thinking too that an opening will be found for one or more lines of steamers to South America, but it is most necessary that our shipowners should make a bold bid for a share of the business, even if, at the outset, they make little or nothing by it. Should they not do so it will fall into the hands of the German, Danish, and Swedish flags, and we shall never regain it. We are already seriously menaced by the various lines of foreign ocean steamers, and Havre appears about to take a prominent position in this line of business. At the present moment the French Transatlantic Company run two steamers a month hence to New York; the London, Havre, and New York, one every fortnight; the Hamburg Company one a week, and in the winter season one every fortnight, to New Orleans. In addition to these, the North German Lloyds will, from the 1st of April, have a steamer twice a month to New York, and, in the season, the same to New Orleans; and the Transatlantic Company have a project of running another boat once a fortnight to Vera Cruz, *via* New York and Havana.

The competition is thus becoming very keen between the different lines, and ours must necessarily to some degree suffer therefrom. Passengers look for comfort, and although foreigners fully appreciate the safety and discipline on board our principal lines, they complain both of the cooking, wines, and want of napkins. A Frenchman said to me quite recently,—and the experience I have had of several of our Companies in different parts of the world has taught me that there is more truth in his remark than one cares to acknowledge,—that on board the foreign steamers a passenger is treated as such, while on board the English ones he is looked on as a bale of goods.

It does not at all follow that the French shipping interest will suffer any permanent injury from the competition to which it is about to become exposed. It must of course learn to adapt itself, as so many other interests have done, and done successfully, to the altered circum-

stances of its position when it has lost its monopoly, and its efforts will doubtless be directed to freeing itself from the many old-time trammels which hinder its free developement, but it is a rapidly decreasing school which refuses to acknowledge that the cheapening of the raw material not only benefits the manufacturer and consumer, but stimulates and increases every branch of mercantile operations, and of this increased movement the French Merchant Marine will get its full share.

The changes that will be brought about by the Suez Canal, whenever it comes into full operation, are impossible to be foretold at present with any degree of certainty, but I can see no reason why Havre should be injured by it. And here again it appears to me, our steamers will find fresh sources of employment in the conveyance of cotton and other eastern produce that will come through it. Looking at the subject from every point of view, I believe this town's future to be one of high promise.

BRITISH SHIPS AND SEAMEN.

I find a general and increasing complaint on the part of shipmasters of the deterioration of the present race of seamen, both in regard to conduct and ability, and I fear there is too much ground for the same. I have observed in men paid off before me that when they have been, so to speak, local crews, that is, men belonging to a second-rate port to which the vessel itself belongs, that they are generally a far better behaved set of men than those shipped at the large ports. There are many causes working together to produce this change in the character of seamen. There are more fields of labour open to men nowadays, and the position of the merchant seaman, as regards pay, provisions, and accommodation, has not kept pace in English ships with that of other professions. The great increase of steamers has also lessened the demand, and the school for able seamanship. Foreigners too in large numbers form part of our merchant crews. Out of 708 men discharged before me from the 1st July to the 31st December, 149, or 20 per cent., were foreigners. Captains are likewise to blame in not being particular enough, when paying off their crews, to give them proper characters; for frequently, to avoid disputes, they will give them good certificates when they have deserved the very reverse. There is also much to be said as to the difficulty masters experience in getting the provisions of the Merchant Shipping Act applied to refractory seamen, and this the men are well aware of, and act accordingly. The Act requires a thorough revision on many points, but on none more than this, and likewise with regard to giving a magisterial power to Consular Officers, who, called on at every moment to interfere in the interests of all parties in disputes of sometimes the gravest character, are actually, as the Law now stands, without any legal power to enforce their decisions. The Instructions suppose, in regard to a man's discharge, that the Consul's power of withholding his sanction will suffice to enable him to settle any matter of dispute, but, even in this case, he has no such power when the voyage is terminated. It would take too long, nor is this the time to enter into a discussion of all the points on which the Merchant Shipping Act requires amendment; but, whenever the revision takes place, it is to be hoped that the opinions of Her Majesty's Consuls, who see so much of its workings, will be asked on the subject.

Nor is this the place to do more than remark that the character of the United States' Law on Ships and Seamen does much to deteriorate the men, and so well is this known that many British shipmasters will, unless actually obliged, refuse to engage men who have come off an American vessel. Looking at the solidarity of interests of the two nations,

and how surely anything affecting one must re-act upon the other, I believe that an unofficial discussion of the subject between the two Governments might possibly lead to some good results.

A very fruitful source of disputes and annoyances when crews are paid off at the Consulate arises from the Form of Discharge, c. 11, given to the men, who cannot understand why there should not be a space for the insertion of character in like manner as when they are paid off in Great Britain. Considering the large number of men discharged abroad, it does appear strange this difference should be allowed to exist, and Her Majesty's Consuls have quite enough difficulties to contend with without having one of this nature, for which there is so easy a remedy.

It would be a great improvement if regular forms for drawing up Articles of Agreement for the different classes of voyages were adopted. At present they are frequently worded in a most indefinite, contradictory manner, and give rise to frequent disputes as to their meaning, and masters have been put to considerable expense in the United States, where the courts of law have, for these reasons, on more than one occasion declared them null and void.

I have been repeatedly struck with the difference in the number of the crew on board vessels of equal tonnage registered in Great Britain, and those belonging to the British Provinces of North America. The latter will carry two or three, sometimes four men less than the former. Statistics, showing what is the respective percentage of actual shipwreck in the two classes of vessels would, in these days of close competition, be of interest, as in some degree tending to show whether the one are over, the other under-manned.

SEAMEN'S MONEY ORDERS.

Owing to the increased number of large ships that arrived here from India, the number and amount of orders issued was considerably in excess of 1867. It would have been even more were it not that being so close to England some men fancy they can safely take their money over themselves, paying no heed to the warnings given them of the temptations and dangers awaiting them the moment they leave the Consulate in a port like Havre, where the crimps have full swing to ply their trade, there being no power under the French Law of checking them.

The following Table shows the progressive increase in money orders since the system was inaugurated in 1865:—

Year.			No.	Value.		
				£	s.	d.
1868	..	..	593	8,098	16	11
1867	..	..	273	3,963	12	1
1866	..	..	141	1,765	10	0
1865	..	..	58	647	12	2

It is a pity the system cannot be extended to the Channel Islands, as I am repeatedly asked for orders by men belonging to them.

RATES OF POSTAGE.

Although not strictly coming under the head of shipping, yet as indirectly connected with it, the above subject is of sufficient importance to call for remark. The present regulations in force between the two countries as regards weight are of an unsatisfactory and burdensome

nature. For a single letter, for which 4*d.* is the rate, a $\frac{1}{4}$ ounce from Great Britain to France, and $7\frac{1}{2}$ grammes (or a fraction over the $\frac{1}{4}$ ounce) *vice versa* is allowed. There is never a day passes that one or more letters do not come to the Consulate for myself or ships "insufficiently stamped,"—that is to say, the ordinary note paper and envelope used in England is just over the quarter of an ounce. I do not speak of those persons who only put a penny stamp, or none at all, on their letters; for them there is no legislating; but I speak of the ordinary mass of correspondents, and it is a heavy tax to have repeatedly to pay 1 franc 20 centimes for a letter just overweight, and I cannot help thinking the two countries could easily agree on a plan to do away with this unnecessary burden on correspondence.

The subjoined Table gives the Entries and Clearances of Shipping at Havre during the last three years:—

		1865.			1867.			1866.		
		No. of Vessels.	No. of Tons.	No. of Crews.	No. of Vessels.	No. of Tons.	No. of Crews.	No. of Vessels.	No. of Tons.	No. of Crews.
French ...	{ Entered	855	317,361	15,953	918	322,030	17,301	859	294,135	15,906
	{ Cleared	764	288,678	14,784	793	287,064	15,736	752	272,187	15,025
British ...	{ Entered	1,241	408,036	21,247	1,237	402,134	21,825	1,175	378,940	18,935
	{ Cleared	1,262	409,862	21,262	1,278	397,382	21,641	1,184	380,715	19,006
All other Foreign	{ Entered	685	268,351	9,237	699	267,535	9,312	573	172,111	12,696
	{ Cleared	651	245,332	9,009	661	258,959	8,792	511	155,611	7,791
Coasting ...	{ Entered	3,075	244,472	17,495	2,998	244,928	17,974	3,129	249,230	19,646
	{ Cleared	2,987	244,567	17,959	3,184	277,829	19,175	3,227	274,918	20,549

Two things are to be remarked in the foregoing Table—the steady progressive tendency of our trade, and the increase in the number of foreign vessels since 1866, the latter owing to the revival of the cotton trade with the United States.

Freights by sailing vessels to Great Britain have fallen during the last year, while by steamers they have remained stationary, nor has there been much variation in the rates to other parts of the world.

Place.	By Steamers.	By Sailing Vessels.
London	20 <i>s.</i> and 15 per cent.	7 <i>s.</i> to 8 <i>s.</i>
Liverpool	20 <i>s.</i> to 25 <i>s.</i>	8 <i>s.</i> „ 10 <i>s.</i>
Rotterdam	Fl. 10 to 25 and 15 per cent.	....
Hamburgh	Fr. 25 and 25 per cent.	Fr. 18 to 20
Martinique .. ..	....	Fr. 20 „ 25
Réunion .. ..	....	Fr. 50 and 10 per cent.
New York	Fr. 75 per 40 c. f.	Fr. 25 to 50 and 10 per cent.
Brazil .. ..	....	Fr. 40 to 45
Buenos Ayres .. ..	....	Dls. 7 to 9
Pacific .. ..	....	Fr. 40 to 60

VICE-CONSULATE OF CAEN.

TABLE of Entries and Clearances of British Shipping at Caen during 1868 and 1867.

ENTERED IN 1868.				ENTERED IN 1867.			
Description.	No.	No. of Tons.	No. of Crews.	Description.	No.	No. of Tons.	No. of Crews.
Sailing Vessels.	478	52,424	2,528	Sailing Vessels and Steamers	575	65,693	3,341
Steamers ..	33	5,885	403				
Total ..	511	58,309	2,931	Total ..	575	65,693	3,341

CLEARED IN 1868.				CLEARED IN 1867.			
Description.	No.	No. of Tons.	No. of Crews.	Description.	No.	No. of Tons.	No. of Crews.
Sailing Vessels.	479	52,776	2,546	Sailing Vessels and Steamers	575	65,811	3,345
Steamers ..	32	5,482	388				
Total ..	511	58,258	2,934	Total ..	575	65,811	3,345

Mr. Vice-Consul Perceval reports that no alteration in the aspect of trade has taken place during the past year.

VICE-CONSULATE OF ROUEN.

TABLE of British Vessels that Entered and Cleared at Rouen during 1868 and 1867.

ENTERED IN 1868.				ENTERED IN 1867.			
Description.	No.	No. of Tons.	No. of Crews.	Description.	No.	No. of Tons.	No. of Crews.
Sailing Vessels.	371	77,333	2,139	Sailing Vessels and Steamers	543	104,960	3,883
Steamers ..	95	32,016	1,336				
Total ..	466	109,349	3,475	Total ..	543	104,960	3,883

CLEARED IN 1868.				CLEARED IN 1867.			
Description.	No.	No. of Tons.	No. of Crews.	Description.	No.	No. of Tons.	No. of Crews.
Sailing Vessels.	369	77,106	2,129	Sailing Vessels and Steamers	542	104,817	3,878
Steamers ..	94	27,400	1,318				
Total ..	463	104,506	3,447	Total ..	542	104,817	3,878

Mr. Vice-Consul Herring states that no changes have taken place at the port of Rouen, and that trade has been characterized by general dulness. The increase of tonnage as against the decrease in the number of vessels has been caused by the progressive employment of steamers in the place of sailing vessels.

VICE-CONSULATE OF HONFLEUR.

TABLE of Entries and Clearances of British Vessels at Honfleur, Trouville, and Pontaudemer in 1868 and 1867.

ENTERED IN 1868.				ENTERED IN 1867.			
Description.	No.	No. of Tons.	No. of Crews.	Description.	No.	No. of Tons.	No. of Crews.
<i>Honfleur.</i>				<i>For the three Ports.</i>			
Sailing Vessels.	234	30,405	1,300				
Steamers ..	6	1,520	81				
Do. Passengers and Goods..	329	48,629	4,908	Sailing Vessels	443	57,880	2,714
<i>Trouville.</i>				Passgr.Steamers with Goods ..	441	54,436	6,477
Sailing Vessels.	144	19,846	883				
<i>Pontaudemer.</i>							
Sailing Vessels.	29	2,019	121				
Total ..	742	102,419	7,293	Total ..	884	112,316	9,191

CLEARED IN 1868.				CLEARED IN 1867.			
<i>Honfleur.</i>				<i>For the three Ports.</i>			
Sailing Vessels.	234	30,405	1,300				
Steamers ..	6	1,520	81				
Do. Passengers and Goods..	329	48,629	4,908	Sailing Vessels.	438	57,047	2,679
<i>Trouville.</i>				Passgr.Steamers with Goods ..	441	54,436	6,477
Sailing Vessels.	142	19,474	868				
<i>Pontaudemer.</i>							
Sailing Vessels.	29	2,019	121				
Total ..	740	102,047	7,278	Total ..	879	101,483	9,156

In addition to the above, one vessel of 125 tons, and 5 men, entered the port of "Dives."

Mr. Vice-Consul Wagner reports that business has fallen off at Honfleur during the past year, owing to the uneasy feeling existing as to political events; and in the quantity of coals imported on account of the larger number of vessels that have gone to Trouville. The passenger steamers carry large quantities of goods, the imports by them having consisted of 1,400 tons of general cargo; and the exports of 22,000 tons, principally of oil, grain, butter, eggs, fruit, vegetables, and poultry, forwarded from Brittany, and other inland places, for the English market.

No changes have taken place in the port of Honfleur.

Mr. Wagner states that he has as yet been unable to get the Chamber of Commerce to take any steps respecting the frequent alleged deficiencies of cargo. The Western Railway Company are to establish direct communication from Orleans to the sea, and it is reported that Honfleur has been selected as the terminus.

At Trouville a considerable increase has taken place in the coal trade, owing to the manufacturing town of Lisieux being 15 kilometres nearer by railway than by Honfleur, thus making a difference of 70 centimes a ton for carriage; this difference of rate does not affect goods going beyond Lisieux. Mr. Wagner states that the entrance of the port of Trouville offers some danger, and that masters of vessels should never attempt to enter without a pilot. Two British vessels were totally wrecked there in 1868, a third was aground six feet deep in the sand for more than a week, when she was got off seriously damaged, and a fourth lay for 48 hours, but fortunately without receiving much injury. A new channel has been dug at the entrance, which gives a maximum depth of $14\frac{3}{4}$ feet at spring, and a minimum depth of $9\frac{3}{4}$ feet at neap tides.

At Pontaudemer the trade has fallen off, owing to the dangerous navigation of the River Rille.

I may remark, before leaving this subject, that I have observed with surprise in several English journals notices of Trouville, with prophecies of its becoming a flourishing port, and even of its being made an harbour of refuge for men-of-war. I cannot imagine how such ideas can have arisen. Trouville cannot be made a safe port in the proper acceptation of the word; it has no depth of water, and is about the last place that would be chosen for a harbour of refuge by the French Government, who, whenever they carry out the plan, are more likely to select the port fixed on by Napoleon the 1st, namely, Fécamp, which has all the depth of water requisite for such an object.

VICE-CONSULATE OF DIEPPE.

TABLE of Entries and Clearances of British Shipping at Dieppe in 1868 and 1867.

ENTERED IN 1868.				ENTERED IN 1867.			
Description.	No.	No. of Tons.	No. of Crews.		No.	No. of Tons.	No. of Crews.
Sailing Vessels.	412	58,737	} 6,581	For 6 months.	340	69,186	3,139
Steamers ..	233	88,221		„ 12 „ .	690	156,630	15,180
Do. Passengers and Goods ..	446	101,242	10,704				
Total ..	1,091	248,200	17,285	Total ..	1,030	225,766	18,319

CLEARED IN 1868.				CLEARED IN 1867.			
Sailing Vessels.	429	64,095	} 6,694	For 6 months.	320	66,047	3,004
Steamers ..	233	88,221		„ 12 „ .	688	156,176	15,136
Do. Passengers and Goods ..	446	101,242	10,704				
Total ..	1,108	253,558	17,398	Total ..	1,008	222,223	18,140

Mr. Vice-Consul Rhodes reports the trade of Dieppe to be on the increase, and that new branches of railways are progressing, which will add to the prosperity of the town. He also states that the establishment of sworn meters, adopted by the Chamber of Commerce, at his suggestion, gives the greatest satisfaction to British shipmasters. The charge for weighing is six francs per 100 tons in railway waggons, and eight francs in carts.

CONSULAR AGENCY OF FÉCAMP.

TABLE of British Shipping in 1868 and 1867.

ENTERED IN 1868.				ENTERED IN 1867.			
Description.	No.	No. of Tons.	No. of Crews.	Description.	No.	No. of Tons.	No. of Crews.
Sailing Vessels.	190	24,743	1,140	Sailing Vessels	163	23,000	1,002
Steamers ..	4	1,227	40	....	..	..	..
Total ..	194	25,970	1,180	Total ..	163	23,000	1,002

CLEARED IN 1868.				CLEARED IN 1867.			
Sailing Vessels.	No.	No. of Tons.	No. of Crews.	Sailing Vessels	No.	No. of Tons.	No. of Crews.
Sailing Vessels.	190	24,743	1,140	Sailing Vessels	163	23,000	1,002
Steamers ..	4	1,227	40	....	..	..	..
Total ..	194	25,970	1,180	Total ..	163	23,000	1,002

Consular Agent Brandon reports that trade has been very dull during the past year; but a new business has sprung up in timber, some 2,000 tons having been imported in British vessels from Russia, Sweden, and Norway. There is now a steam-tug at Fécamp, a company having been formed for the purpose. An entrance has been made into the proposed new dock, but the works on the latter have not yet been commenced. The entrance to the port is to be lowered some feet, and Mr. Brandon states that it is believed at Fécamp that the French Government have selected that place for a harbour of refuge.

The subjoined Table shows the amount of British shipping—excluding passenger steamers at Havre, Honfleur, and Dieppe—that entered the different ports within the Consular jurisdiction of Havre during the year 1868 :—

Ports.				No. of Ships.	No. of Tons.	No. of Crews.
Havre ..	..	..	..	1,051	363,553	16,311
Caen ..	..	..	..	511	58,309	2,931
Rouen ..	..	..	..	466	109,349	3,475
Honfleur ..	..	..	..	413	53,790	2,385
Dieppe ..	..	..	..	645	146,958	6,581
Fécamp ..	..	..	..	194	24,743	1,180
Total ..	..	..	..	3,280	756,702	32,863

TRADE AND COMMERCE.

As I have before remarked, business was generally very dull during the past year, and the Customs receipts again showed a falling off from 1867—

			1868.	1867.	1866.
			Frs.	Frs.	Frs.
Customs duties ..	..	..	14,777,508	15,990,901	13,429,989
Tonnage ..	..	..	73,350	111,617	890,636
Total ..	..	..	14,850,858	16,102,518	19,320,625

The subjoined Table shows the imports of the principal articles of merchandize in 1868:—

Imports.

Article.	Weight.	Increase.	Decrease.
Sugar kilos.	21,807,848	..	889,071
Coffee "	14,296,070	1,974,516	..
Coals "	150,080,594	..	6,539,064
Iron "	556,809	359,227	..
Lead "	5,596,570	..	3,461,553
Guano "	35,082,871	..	7,456,878
Rice "	6,640,993	3,960,666	..
Hides "	18,850,499	..	3,984,595
Wheat "	65,861,136	4,628,236	..
Petroleum "	11,994,299	2,159,161	..
" refined "	3,052,847	1,439,986	..
Bitumen "	348,908	..	2,729,978
Cotton Thread metres	3,270,137	..	2,046,537

Exports.

Article.	Weight.	Increase.	Decrease.
Silks and Ribbons .. kilos.	1,012,674	9,623	..
Woollens "	3,748,631	..	934,523
Cotton Goods "	1,669,089	..	400,387
Millinery frs.	5,352,704	..	24,082
Hosiery kilos.	3,089,832	..	406,552
China "	2,656,219	..	53,509
White Paper "	2,461,303	68,439	..
Wine litres	72,244,827	399,158	..
Eggs kilos.	2,358,168	..	312,405
Potatoes "	8,935,485	512,487	..
Rags "	683,303	81,892	..
Flour "	257,500	..	33,900
Salt Butter "	2,997,777	..	212,728

TABLE of Exports to Great Britain in 1868.

Article.	Weight.	Increase.	Decrease.
Silks and Ribbons .. kilos.	680,304	175,434	..
Woollens "	1,812,606	..	152,733
Cottons "	319,691	..	65,243
Millinery frs.	2,538,167	209,181	..
Hosiery kilos.	1,374,568	..	90,107
China "	307,057	61,514	..
Paper "	626,955	241,988	..
Wine litres	1,933,784	71,565	..
Eggs kilos.	2,340,622	..	304,263
Potatoes "	1,977,629	..	493,361
Rags "	638,901	102,822	..

Stocks in Bond on 31st December, 1868.

Article.				Weight.	Increase.	Decrease.
Sugar	..	..	.. kilos.	5,225,087	4,136,361	..
Coffee	..	..	.. "	14,664,735	7,810,815	..
Iron	..	..	.. "	268,232	..	29,601
Wool	..	..	.. "	77,601	..	107,762
Hides	..	..	.. "	816,935	..	736,001
Cotton	..	..	.. "	95,318	..	69,047
Wheat	..	..	.. "	1,835,124	..	2,990,795
Coals	..	..	.. "	15,586,936	..	9,182,705

Cotton.—The arrivals of cotton during the past year show an increase of 147,000 bales over 1867, of which 91,000 were from the United States, and 45,000 from India. They have now again risen to the figure at which they stood before the American War. The deliveries were also large.

The following Tables show the movement in this and other ports of France in the years 1863, 1867, 1864, and 1861 :—

I.—TABLE of the Importations, Deliveries, and Stocks of Cotton in France in 1868 and 1867.

			1868.					1867.				
			United States.	Brazil.	Egypt.	Other.	Total.	United States.	Brazil.	Egypt.	Other.	Total.
<i>Stocks on 1st January.</i>												
Havre	..	.. bales	9,960	9,060	50	21,535	40,625	46,411	11,390	..	41,444	99,745
Marseilles	..	..	..	740	2,096	7,699	10,535	..	230	2,182	7,508	10,020
Other Ports..	..	..	210	825	..	10,855	11,890	990	1,310	..	7,385	9,685
			10,190	10,625	2,146	40,089	63,050	47,401	13,530	2,182	56,337	119,450
<i>Arrivals.</i>												
Havre	..	..	276,121	55,171	70	229,398	560,760	184,215	47,027	150	182,093	413,405
Marseilles	..	..	708	5,695	36,679	109,966	153,048	474	1,626	25,150	85,570	112,820
Other Ports..	..	..	40	350	..	12,375	12,765	995	1,193	..	21,047	23,235
			276,869	61,216	36,749	351,739	726,573	185,684	49,846	25,300	288,710	549,540
<i>Deliveries.</i>												
Havre	..	..	235,241	61,763	120	225,401	522,525	220,646	49,857	100	202,002	472,605
Marseilles	..	..	708	6,408	37,325	113,875	158,316	474	1,216	25,236	85,379	112,303
Other Ports..	..	..	250	1,075	..	22,477	23,802	1,775	1,678	..	17,577	21,030
			236,199	69,246	37,445	361,753	704,643	222,895	52,751	25,336	304,958	605,940
<i>Stocks on 31st December.</i>												
Havre	..	..	50,860	2,468	..	25,532	78,860	9,980	9,060	50	21,535	40,625
Marseilles	..	..	..	27	1,450	3,790	5,247	..	740	2,096	7,699	10,535
Other Ports..	..	..	..	100	..	753	853	210	825	..	10,855	11,890
			50,860	2,595	1,450	30,075	84,980	10,190	10,625	2,146	40,089	63,050

II.—TABLE of the Importations, Deliveries, and Stocks of Cotton in France in 1864 and 1861.

HAVRE.

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		1864.						1861.					
		United States.	Brazil.	Egypt.	Other.	Total.		United States.	Brazil.	Egypt.	Other.	Total.	
<i>Stocks on 1st January.</i>													
Havre	..	3,257	88	30	24,885	28,260		99,685	..	..	5,335	105,020	
Marseilles	..	..	..	1,014	3,578	4,592		..	..	906	6,358	7,264	
Other Ports..	..	..	..	..	..	..	32,852	125	..	..	16	141	112,425
<i>Arrivals.</i>													
Havre	..	3,257	88	1,044	28,463			99,810	..	906	11,709		
Marseilles	..	4,628	27,054	12,968	225,770	270,420		516,110	922	606	40,112	557,750	
Other Ports..	..	112	550	69,553	103,494	173,709		263	..	36,105	14,847	50,735	624,600
	..	..	1,897	..	14,854	16,751	466,880	4,337	..	3,051	8,729	16,117	
<i>Deliveries.</i>													
Havre	..	4,740	29,501	82,521	344,118			520,750	922	39,760	63,188		737,025
Marseilles	..	7,616	25,437	12,511	201,916	247,540		484,798	922	606	38,494	524,820	
Other Ports..	..	112	550	69,317	101,832	171,870		283	..	36,103	19,322	55,709	
	..	..	1,747	..	10,954	12,701	432,102	4,462	..	2,944	8,745	16,151	596,680
<i>Stocks on 31st December.</i>													
Havre	..	7,728	27,794	81,828	314,752			489,543	922	39,654	66,561		
Marseilles	..	269	1,645	487	48,739			158,997	..	..	6,903	137,050	
Other Ports..	..	..	..	1,250	5,190			..	..	905	1,383	2,288	
	..	..	150	..	3,900			..	..	107	..	107	
	..	269	1,795	1,737	57,829		61,630	130,997	..	1,012	8,336		140,345

ARRIVALS, Deliveries, and Stocks (on the 31st December) of Cotton at Havre, during the years 1860-68:—

Years.		Arrivals.	Deliveries.	Stocks.
1868	.. ..	560,760	522,525	84,980
1867	.. ..	418,485	472,605	40,625
1866	.. ..	535,515	470,050	99,745
1865	.. ..	295,630	312,490	34,280
1864	.. ..	270,420	247,540	51,140
1863	.. ..	213,715	242,240	28,260
1862	.. ..	171,370	252,535	56,785
1861	.. ..	557,750	524,820	137,950
1860	.. ..	632,195	575,305	105,020

It will be seen from the above the great increase that has taken place in the consumption of "other" cotton, which is principally from India; namely, from 40,000 to 229,000 bales. Brazilian cotton too has risen from 1,000 to 55,000 bales. If prices keep moderate, and the quality continues to show improvement, there is no reason why the cotton from India should not retain the foothold it has gained in this market.

The protectionists are preparing, in view of the approaching termination of the Commercial Treaty with Great Britain, to make a vigorous onslaught on the policy of the Government, still I am of opinion that the advocates of free trade are yearly growing stronger in numbers. Our merchants, manufacturers, and shipowners, should however be stirring in the matter, and endeavour by concerted action and representation to obtain the removal of the impediments and burdens which still fetter and embarrass the mutual trade and prosperity of the two nations.

AGRICULTURE.

The crops having turned out very good, the importations of grain into Havre have nearly entirely ceased. The crops for the coming harvest are at present looking well. This part of France suffers incalculable damage every year from the cockchafer grub, nothing being safe from its ravages. Considerable sums are paid by the local authorities for the capture and destruction of the cockchafers, and many tons weight of these insects are yearly thrown into the sea. Their great numbers are principally owing to the wanton destruction of small birds that have been allowed to take place.

GENERAL REMARKS.

The principal event of the past year was the Maritime Exhibition, which opened on June 1st. Owing to the comparatively little support it received outside France it degenerated into more of a bazaar than was originally intended, but there was nevertheless much to be seen of an interesting character, and the aquarium alone was worthy of a visit. A new feature was inaugurated in the election by the exhibitors themselves of the juries of the various classes. Although this idea is essentially right in principle, still the world has not reached sufficiently near the international millenium requisite for the satisfactory working of it in practice, and its results left much to be at once regretted and desired.

The French ship builders who were in force while exhibiting substantial work, showed no striking novelty of ideas, for which perhaps

those who purchase from them are more to blame, but there were one or two instances of a disposition to move out of the beaten track. There were a few good exhibitions in this class from Great Britain, but there was in almost every case an utter absence of explanation of the objects shown, and the jurors—of whom I was one—had no data to guide their decisions; and I have no hesitation in saying that in more than one instance exhibitors suffered by this neglect.

A great mistake that occurred was the prodigality with which in many classes the rewards were given, thereby essentially lessening their value. The exhibition unfortunately resulted in a pecuniary loss to its promoters. It will leave, however, its effects, one of which will be the erection this spring of a permanent aquarium on a large scale on the Boulevard Impérial; it will be placed under the able superintendence of Monsieur Lennier, the curator of the museum, and cannot fail of being a great source of attraction to all classes of persons.

The improvement of the town goes steadily on, although its funds are not very flourishing. An exchange and bourse, which are greatly wanted, will be begun as soon as a site is determined on. A large barrack to hold 2,000 men is almost completed, and many streets are being opened or widened. A handsome hotel and casino are alone required to make Havre an attractive place for visitors.

The British residents are collecting funds to build a church for themselves and the sailors,—over 21,000 in 1868,—and visitors who frequent Havre. Divine service is at present held in a very inappropriate building rented by the congregation, but of which they are only yearly tenants. 1,600*l.* has been subscribed already; a site has been purchased; and about 1,400*l.* more will be required to complete the church, of which the foundation stone will be laid this spring. The object is one that ought to recommend itself, particularly to those of our shipowners and merchants engaged in commercial transactions with Havre, as well as to English churchmen generally.

The water supply of the town is both abundant and of good quality, but the system of sewerage is very defective, being nothing more than the simplest kind of earth closets, without the earth. They are removed early in the morning, and the procession of carts out of the town, about 9 A.M., is anything but agreeable.

The number of deaths in 1868 (2,801), exceeded by 240 that of births (2,561). In 1866 the deaths were 105 in excess, while in 1865 and 1867, the population showed an increase of 72 and 112 respectively. The births were 2,561 in number, of which 332, or 13 per cent., were illegitimate.

RETURN of British Shipping at the Port of Havre in the Year 1868.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

ENTERED.							
Total Number of Vessels.			Total Tonnage.			Total Number of Seamen.	Total Value of Cargoes.
With Cargoes.	Ballast.	Total.	With Cargoes.	Ballast.	Total.		
926	4	930	318,342	815	319,157	14,866	...
CLEARED.							
323	749	1,072	104,836	210,415	315,251	14,413	...

Indirect or Carrying Trade in British Vessels from and to other Countries.

ENTERED.							
Countries whence Arrived.	Total Number of Vessels.			Total Tonnage.			Total Number of Seamen.
	With Cargoes.	Ballast.	Total.	With Cargoes.	Ballast.	Total.	
Austria ...	2	...	2	653	...	653	22
Brazil ...	8	...	8	1,570	...	1,570	74
Chili ...	4	...	4	1,833	...	1,833	66
Cuba ...	9	...	9	5,194	...	5,194	141
France ...	2	12	14	870	924	1,794	83
Monte Video ...	4	...	4	845	...	845	37
North German Confederation ...	8	...	8	3,070	...	3,070	122
Peru ...	1	...	1	843	...	843	20
Porto Rico ...	1	...	1	160	...	160	7
Russia ...	21	...	21	9,086	...	9,086	300
Sweden ...	4	...	4	956	...	956	50
Turkey ...	16	...	16	5,563	...	5,563	189
United States ...	29	...	29	12,829	...	12,829	334
Total ...	109	12	121	43,472	924	44,396	1,445

CLEARED.							
Countries whither Departed.	Total Number of Vessels.			Total Tonnage.			Total Number of Seamen.
	With Cargoes.	Ballast.	Total.	With Cargoes.	Ballast.	Total.	
Canary Islands ...	1	...	1	84	...	84	5
Cuba ...	1	...	1	421	...	421	11
France ...	...	19	19	...	3,951	3,951	135
Morocco ...	2	...	2	291	...	291	13
Portugal ...	1	...	1	268	...	268	17
Russia ...	...	2	2	...	629	629	25
Siam ...	1	...	1	237	...	237	10
Sweden ...	...	1	1	...	424	424	18
United States ...	27	1	28	42,777	1,046	43,823	1,684
Total ...	33	23	56	44,078	6,050	50,128	1,918

Havre, February 1st, 1869.

ITALY.

ANCONA.

Report by Mr. Vice-Consul G. Gaggiotti, on the Trade and Commerce of Ancona, for the Year ending January 31, 1869.

Porto Franco.—The Porto Franco of Ancona, which, according to a Ministerial Decree, ought to have ceased by the 1st of January, 1869, has been granted a further delay until September 1869. Various reasons have been urged for this concession, the principal being the utter impossibility of preparing bonded stores and warehouses in time.

Warehouses.—Four large warehouses, including a new Custom-House, have been built upon the Banchina, or quay-way, at a contract cost of 9,000*l*.

Lazzaretto.—A contract has been taken for the conversion of the local lazaretto into bonded stores, the price fixed by Government being 20,000*l*.

Indian Corn.—During the year 2,946 quarters of Indian corn have been exported principally to England.

Wheat.—No demand has been made for wheat. Crops on an average have been considered excellent, though the wheat was rather inferior in quality to that of other years.

Beans.—A slight demand was made for beans, also principally for England.

Petroleum.—During the year four cargoes of petroleum have been received from the United States direct, in one American vessel, one British, one Norwegian, and one Italian; the total quantity imported being 17,728 cases and 2,988 barrels; having a total value of 14,433*l*.

BRITISH TRADE.

British trade has sensibly increased. A new line of steamers, touching London and Cardiff, are now running here, along with those already trading, which makes now four different companies.

Coals.—Only sufficient for the use of the railway company and the line of Italian steamers have been imported, local consumption being limited to a very small quantity.

Iron.—In consequence of the competition in carriage, merchants have taken advantage of the opportunity, and a brisk trade has been carried on with reasonable prices.

Sugar.—Dutch sugar has during the year been freely imported, and a brisk trade carried on. Sugar from Amsterdam and Rotterdam is the only quality introduced, no other being looked upon with the same favour. At the commencement of the year prices greatly increased in consequence of the small deposit and delay of a ship having about 260 tons on board. At the fair of Sinigaglia, distant from here 20 miles, the quantity disposed of is calculated at about 440,000 kilogrammes, equal to 433 tons, which was imported direct.

Basin.—The works for the basin are still continuing, though slowly; a great depth is required for the foundations, but the machinery used is not sufficiently adapted.

Buildings.—A few buildings during the year have been built, but nothing worth any special remark.

Streets.—One of the greatest improvements to Ancona has been the paving of the streets with square blocks of soft stone, brought from the opposite coast of Dalmatia; a few years since the streets of this city were a disgrace as far as the paving was concerned: now, I can safely say that no larger or more important city is better paved. The municipality is inclined to great improvements, but their financial position is not of the most florid.

Silk.—The production of silk in this province was superior, for about one-fifth of the quantity produced in 1867; but the quality of the cocoon being inferior, the production of raw silk shows little or no difference between the two years. The quantity has been calculated at about 70,000 kilogrammes, equal to 69 tons, prices realized being—native, 8.50 francs; and Japanese seed, 6 francs per kilogramme; 6.9 francs and 5s. per 2½ lbs. British. Raw silk realized 120 to 125 francs per kilogramme, 96s. to 100s. per 2½ lbs. British. The inferior qualities exceeded in proportion those of 1867, and are calculated at about 63,000 kilogrammes, equal to 62 tons, prices averaging for—

		Francs.	c.		Francs.	c.	Francs.	c.
1st quality	..	14	to 16	0	..	11	6 to 14	8
2nd "	..	9	" 13	0	..	7	3 "	10 6
3rd "	..	2	" 3	50	..	1	7 "	2 9

per kilogramme, 2½ lb. British.

Grave doubts are entertained by the local merchants that the abolition of the Porto Franco will greatly interfere in their operations. Many persist in asserting that the system of bonded stores is injurious to trade; in my opinion these ideas are greatly exaggerated. No doubt the change of system at the commencement may cause a slight impediment to trade, but in the end a sensible economy of expenses must be felt, and will, no doubt, cause the abolition of the Porto Franco to be looked upon more favourably.

I cannot finish my Report without complaining of the insufficient means afforded to commerce by the Local Chamber of Commerce not furnishing regular statistics. All reports and returns are anything but satisfactory, and go very little towards showing the real trade of the city. Many productions from Switzerland, France, and inland countries do never appear upon the returns, except as productions from the last port of shipment. For example, productions from Switzerland are sent to Trieste for shipment, upon their arrival in Ancona they appear in the reports as Austrian goods.

Ancona, January 31, 1869.

LOMBARDY.

Report by Mr. Vice-Consul Kelly on the Agricultural Produce of Lombardy in the Year 1867.

BEFORE entering on the special subject of this Report, a few preliminary remarks on the present condition of agriculture in Lombardy may not be out of place.

Lombardy, which now comprises the eight provinces of Milan, Como, Pavia, Bergamo, Bréscia, Cremona, Mantua, and Sondrio, has, by a recent writer,* been divided into three distinct agricultural zones.

1. Upper Lombardy, formed by the mountains of the provinces of Como, Bergamo, Brescia, and Sondrio.

2. Central Lombardy, the "alta pianura," or non-irrigated plain, situated between these mountains, and descending to the lands where irrigation begins to be practised.

3. Lower Lombardy, consisting of the plains of the provinces of Milan, Lodi, Pavia, Cremona, and Mantua.

Landed property in Upper Lombardy is greatly subdivided; here we find numerous peasant proprietors cultivating their own plots of ground.

In the second zone property is less subdivided; here, however, the larger estates do not exceed 150 hectares (370 acres).

In lower Lombardy, the smallest estates are rarely under 100 hectares (247 acres) and are sometimes above 500 hectares (1,235 acres) in extent.

In lower Lombardy, 35 years ago the value of land averaged from 1,800 to 3,000 lire per hectare (29*l.* 2*s.* 6*d.* to 48*l.* 11*s.* 2*d.* per acre) according to quality.

In Upper and Central Lombardy the value varied from under 1,000 to 2,500 lire per hectare (16*l.* 3*s.* 3*d.* to 40*l.* 10*s.* per acre).

During the last 20 years the value of land has decreased rather more than one half, owing chiefly to the disease of the vine and of the silkworm, as well as to the mania for speculating in the public funds, railways &c., which, it is said, has displaced a considerable amount of capital formerly employed in the purchase of land, and in the development of agriculture.

The rent of land in lower Lombardy varies, at present, from 120 and 200, to over 500 lire per hectare (1*l.* 18*s.* 6*d.*, and 3*l.* 5*s.*, to over 8*l.* 1*s.* 6*d.* per acre), this last price being given for meadows and market gardens near towns, especially in the neighbourhood of Milan.

* *Enquête Agricole*, 4me. Seric. Documents recueillis à l'étranger. Tome ii, page 557. Paris, 1868. M. Dieudé Delfy.

The extent of land under cultivation in Lombardy has been calculated approximately as follows * :—

	Hectares.	Acres.
Arable land, with or without plantations ..	720,045	1,778,511
Meadows, Rice Fields, Gardens, &c. ..	366,583	905,460
Vines	81,443	201,164
Chestnut Plantations	61,899	152,890
Common Pasture	302,656	747,560
Wood Lands	248,321	613,352
Total Land under cultivation	1,780,947	4,398,937

Land in Central Lombardy is cultivated by the proprietor on the "metayer" system.

The conditions of the contract, which is, generally, a verbal agreement, vary in different localities, but payments are always made in kind, with the exception of a very small rent for a cottage, or rooms, &c. The expenses of cultivation are borne by the peasant, the taxes and certain repairs by the landlord.

In Lower Lombardy the land is held on lease by farmers, generally for a period of nine years, and in some few instances for a term of twelve and sometimes eighteen years. Any additional building erected, or improvement made, by the tenant is estimated when his lease expires, for which he receives adequate compensation.

The position of the agricultural labourer varies in different districts. In Central Lombardy the prevalence of the "metayer" system excludes the question of wages. In Lower Lombardy, however, the system of wages generally prevails, although when rice is harvested, payment in kind is very frequently adopted, *i.e.*, so many bags of rice per quantity brought in.

The actual wages of the agricultural labourer seldom exceed one and a half lira per diem, but during harvest time he not unfrequently receives from two to three lire.

The peasantry of Lower Lombardy are generally in a most miserable condition: badly fed and badly lodged, their hamlets are hot-beds of fever, and from their prevailing want of cleanliness they are especially liable to the ravages of epidemic diseases. In Upper Lombardy, owing to the "metayer" system, the condition of the peasantry is somewhat better. They are at least saved from utter destitution, for, should the crop of Indian corn fail, the landlord provides them with sufficient of that produce for their own sustenance and that of their families.

The year 1867 was in general favourable to agricultural produce in Lombardy.†

Hay.—The yield of hay was good both in quantity and quality. This is a product of great importance, owing to the large number of cows kept on the dairy farms of Lower Lombardy. The crop averaged, it is calculated, about 7,700 kilogrammes per hectare (61·3 cwt. per acre). Prices ruled very low, which enabled farmers to increase their stock of cows.

Parmesan and Strachino Cheeses.—The demand is greater every year.

Corn and other Grain.—The grain crops were generally very good both in quantity and quality. The yield of wheat was better than in

* Enquête Agricole. Tome ii. Renseignement sur l'Etat d'Agriculture en Italie, par M. le Baron du Casse, Chancelier de la Légation de France à Florence.

† From information kindly afforded by the Chamber of Commerce at Milan.

1866, and considerably in excess of the local consumption. The crop averaged 900 kilogrammes per hectare (1·67 qrs. per acre).

Indian Corn.—The yield of Indian corn was plentiful and of good quality. The average produce was about 2,250 kilogrammes per hectare (4·18 qrs. per acre). Prices were, however, at a rise on account of a demand from England caused by the indifferent results of the crop in the Danubian provinces, where Great Britain had hitherto obtained her supply.

Rye is very little grown in Lombardy, where the soil is better suited for the cultivation of wheat and Indian corn: moreover, as this product does not enter into the ordinary consumption of the country, it meets with no demand.

Rice.—The cultivation of rice was not so successful as in 1866, and the quality was rather inferior. The yield was however in excess of the consumption, and exports to France and Turkey were actively carried on. The average produce was 3,700 kilogrammes per hectare (29·4 cwt. per acre) in the husk.

Flax.—This is an important product of the province of Cremona; it is also extensively cultivated in the provinces of Brescia and Bergamo, and in part of the territory of Lodi.

Some years ago there was a large export of flax from the province of Cremona, but there now being in Lombardy several filatures for flax and hemp, a less quantity is exported. The yield of flax in 1867 was not abundant and the quality only middling.

Beans, &c.—Harricot beans and millet are not extensively cultivated in Lombardy. The peasant only grows a small quantity for the consumption of his family during the winter season.

Vines.—The cultivation of the vine in Lombardy is confined to certain localities and does not suffice for the wants of the province, which obtains the larger portion of its supply from Piedmont.

Great hopes of the vintage were entertained in the early part of 1867, but the cold spring weather, the extraordinary summer heat, and the continuance of the oïdium had an injurious effect. The yield of grapes was not more than one half the usual quantity, which caused a corresponding rise in the price of wine.

TABLE I.—A Return of the Average Prices of Corn and Grain, and other Agricultural produce, in Lombardy, during 1867.

Articles.	Italian Weights and Measures.	Average Prices in Italian Lire.		English Weights and Measures.	Average Price in Sterling.	
		From	To		From	To
		lire cts.	lire cts.		s. d.	s. d.
Wheat .. {	Hecto- litres }	21 0	23 50	Imperial } Quarters }	45 2½	50 7½
Indian Corn ..	"	13 50	14 25	"	29 0¾	30 8¼
Rye	"	14 25	15 66	"	30 8¼	33 8½
Oats	"	13 50	14 25	"	29 0¾	30 8¼
Millet	"	9 52	10 12	"	20 6	21 9½
Beans	"	"	"	"	"	"
Hay	Quintal	5 50	"	Cwt.	2 0½	"
Rice in husk ..	"	19 50	23 60	"	7 4	10 3
" cleaned ..	"	33 0	43 0	"	12 5	16 2
Flax	"	"	"	"	"	"
Grapes	Quintal	15 0	18 0	Cwt.	5 7½	6 10

Rate of Exchange 27 Lire per £ sterling.

Cocoons.—The produce of cocoons in Lombardy which was one-third superior to that of 1866, is shown in the following Table, which notes also the proportion of the silkworms' eggs employed, and the quality of the crop.

TABLE II.—Return of the produce of Cocoons in Lombardy for the Year 1867.

Province.	Quantity.	Weight.	Quality.	Eggs employed.	
				Japanese.	Reproduction.
	Kilos.	Cwts.			
Milan ..	2,100,000	41,338	Good.	$\frac{1}{3}$	$\frac{2}{3}$
Como ..	2,900,000	57,086	"	$\frac{1}{5}$	$\frac{2}{5}$
Bergamo ..	2,500,000	49,212	"	$\frac{1}{4}$	$\frac{3}{4}$
Brescia ..	2,000,000	39,370	"	$\frac{1}{4}$	$\frac{3}{4}$
Cremona ..	3,000,000	59,055	The greater part Polioltine. Middling.	$\frac{2}{3}$	$\frac{1}{3}$
Pavia ..	900,000	17,716		$\frac{1}{4}$	$\frac{3}{4}$
Sondrio ..	500,000	9,842		$\frac{1}{4}$	$\frac{3}{4}$
Total ..	13,900,000	273,619			

The price of cocoons varied according to province and quality.

The lowest average price was at Cremona; 4 lire 87 centimes per kilogramme (9*l.* 3*s.* 4*d.* per cwt.).

The highest average price was at Como; 7 lire 42 centimes per kilogramme (13*l.* 19*s.* 7*d.* per cwt.).

The average for the whole of Lombardy being 6 lire 23 centimes per kilogramme (11*l.* 16*s.* 5 $\frac{1}{2}$ *d.* per cwt.) for annuals.

The price for "Polioltines" was 2 or 3 lire per kilogramme lower (3*l.* 9*s.* 5 $\frac{3}{4}$ *d.* to 5*l.* 12*s.* 9 $\frac{3}{4}$ *d.* per cwt. lower).

Silk.—In order to ensure the best quality of silk the average price paid for cocoons at various filatures was 7 lire 60 centimes per kilogramme (14*l.* 6*s.* 2 $\frac{1}{2}$ *d.* per cwt.).

Milan, August 28, 1868.

NORTH GERMAN CONFEDERATION.

BREMERHAVEN AND GEESTEMUNDE.

Report of Mr. Vice-Consul Schwoon, on the Trade and Commerce of Bremerhaven and Geestemunde, during the year 1868.

SHIPPING AND NAVIGATION.

THE ship-building during the past year has not been so considerable as the year before, the cause of which may be that a general war was expected, and that the freight business in general was not profitable. There were built in the ports on the Weser for Bremen:—

10 vessels of the burden of	..	..	3,257½	Lasts.
3 steam ships built in England	..	..	5,898	„
12 vessels were bought	..	..	3,927	„
288 „ on the 1st of January, 1868	..	..	118,340	„
313 vessels of the burden of	..	..	131,422½	„
21 „ have been sold and lost	..	..	6,678	„
292 vessels of the burden of	..	..	124,744½	„

Of which 21 are iron steam-ships, 54 ships, 160 barques, 25 brigs, 10 schooner brigs, 11 schooner barques, and 11 schooner galliots.

COMPARISON of Bremen Vessels during the last five years.

Year.	Vessels.	Tonnage.	Average Tonnage.
1868	292	124,744½	427
1867	288	118,340	411
1866	293	112,497½	384
1865	295	110,234½	374
1864	303	105,281	347½

One rye last is 4,000 lbs., 2,032 lbs., equal to one ton English.

The number of Prussian vessels on the Weser amounts to 58 vessels, of the burden of 9,936 lasts; and of Oldenburg, 179 vessels, of the burden of 24,465 lasts.

The emigration from this port during the last year amounted to 66,272 persons, of whom 36,279 went to New York, in 64 steam-ships; 15,451 to New York, in 62 sailing vessels; 5,558 to Baltimore, in 23 sailing vessels; 5,028 to Baltimore, in 10 steam-ships; 1,673 to Quebec, in 5 sailing vessels; 834 to New Orleans, in 9 sailing vessels;

264 to New Orleans, in 2 steam-ships; 856 to Galveston, in 8 sailing vessels; 278 to Charleston (S.C.), in 1 sailing vessel; 51 to Buenos Ayres, in 5 sailing vessels.

COMPARISON of Emigration during the last Five Years :—

Year.	Number of Persons.	Number of Vessels.
1868	66,272	189
1867	74,126	211
1866	62,264	167
1865	44,181	128
1864	27,486	87

Ships that carry less than 12 passengers are not under the Emigration Laws.

The steam-ships of the North German Lloyd's have completed 51 voyages to and from New York, *via* Southampton. Average time per voyage, from Southampton to New York, 11 days 12 hours; from New York to Southampton, 10 days 13 hours 20 minutes.

The number of vessels arrived in 1868 amounted to 3,182, of 468,900 lasts (2,577, of 172,007 lasts, from ports in Europe; 605, of 296,893 lasts, from Transatlantic ports), viz. :—

Nationality.	Number of Vessels.	Lasts.
British.. ..	202	43,905
Bremen	790	282,841
North German ..	1,779	86,247
Danish	13	1,909
French.. ..	10	2,361
Greek	1	314
Haiwan	2	559
Dutch	272	14,347
Italian.. ..	5	1,481
North American ..	28	17,479
Norwegian	33	7,438
Austrian	..	..
Russian	9	2,113
Swedish	18	4,974
Spanish	20	2,932
Total	3,182	468,900

Arrived From	1867.		1868.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
Great Britain	317	81,371	346	75,810
Prussia	812	17,472	713	13,821
Oldenburg	320	7,189	321	7,625
North Sea Fishery ..	129	1,927	324	12,512
Heligoland	42	286	44	122
Hamburg	227	13,980	281	14,321
Lubeck	1	21	1	24
Mecklenburg	6	131	5	103
Russia	223	32,753	110	16,309
Sweden	43	2,786	39	1,677
Norway	192	9,758	181	8,967
Denmark	8	221	12	699
Holland	133	9,249	111	8,083
Belgium	17	1,301	33	3,219
France	26	4,977	15	3,259
Spain	20	1,944	17	2,158
Portugal	14	1,161	10	1,095
Italy	8	638	7	666
Austria	2	160	1	105
Greece	3	361	4	543
Turkey	..	..	2	389
Greenland	4	1,023	4	1,023
British North America ..	1	360	2	1,042
New Bedford	2	313	..	..
New York	155	157,957	173	148,643
Philadelphia	25	10,913	31	12,528
Baltimore	32	13,896	30	21,542
Richmond, Va.	3	1,453	..	..
Charleston, S. C.	1	439	1	419
Savannah.. ..	5	1,544	9	3,362
Mobile	1	170	5	1,671
New Orleans	10	3,653	25	14,535
Galveston	9	2,506	18	5,821
Mexico	4	710	4	1,008
Central America	3	688	5	1,210
New Granada	44	5,288	53	7,297
Peru	1	167	1	400
Buenos Ayres	2	220	1	163
Brazil	61	10,228	49	8,456
Venezuela	5	573	4	403
Cuba	55	10,605	69	14,891
Jamaica	11	1,357	7	940
Hayti	2	372	5	953
Porto Rico	16	1,903	14	1,992
St. Thomas	5	795	..	..
Egypt	..	..	1	178
Canary Islands	2	249	2	211
Africa, West Coast ..	4	460	4	594
Cape Colony	..	..	5	1,017
Asiatic Turkey	1	111	2	223
British East Indies ..	17	7,669	13	5,457
French East Indies ..	1	550	17	6,595
Birmah	49	20,975	53	25,546
Siam	..	..	16	4,980
Dutch East Indies ..	2	1,004	5	2,388
China	1	227	5	893
Sandwich Island.. ..	1	314	2	457

TRADE AND COMMERCE.

After the war in 1866, and in the expectation that peace would be preserved, business began to improve; but during the past year it suffered again under the impression that a general war was to be expected. The chief articles imported at Bremerhaven and Geestemunde during the last year ending on the 31st December, 1868, may be computed as follows:—

Cotton and cotton ware, about 75,000 lbs., chiefly British.

Fine and common salt, about 800 tons, from the interior and Portugal.

Coals and cinders, about 70,855 tons, of which 60,855 are from the interior, and 10,000 from England.

Bar and hoop iron, iron of all descriptions, and machinery, about 2,500 tons, chiefly British, each quantity not ascertainable.

Coffee, about 180,000 lbs., from Bremen and Holland.

Rice, about 150,000 lbs., from Bremen.

Wine and spirits, about 20,000 gallons, from Bremen and Holland.

Yellow metal, about 500 tons, from England.

Deals, planks, and timber, a great quantity, from the Baltic, Norway, and Canada.

Petroleum, about 264,000 barrels, from the United States of America.

The export articles have hitherto been small; about 5,000 quarters of wheat and beans were shipped to England, and about 11,090 heads of cattle, and 7,725 sheep, chiefly from the lower district of the Weser, and some from the interior of Germany. The export of beetroot sugar to England amounted to upwards of 550 tons.

The Greenland Fishery, in which four vessels are employed, was not very successful. In the North Sea Fishery 24 vessels are employed, but so far not very successfully.

Bremerhaven and Geestemunde not being exchange places, rates are regulated by those of Bremen and Hamburg.

AGRICULTURE.

Not much can be said under this head, as hardly any agriculture is existing in this district. The crops in the lower part of the province, consisting of rye, oats, beans, and potatoes, have been very good.

POPULATION AND INDUSTRY.

The population of Bremerhaven and Geestemunde amounts to upwards of 15,000, and is increasing, and the greater part are employed in commerce and in shipbuilding.

PUBLIC WORKS.

Three large docks, five dry docks, and several large cranes, offer great facilities to shipping. Vessels of large tonnage, and up to a draught of 22 feet, may enter with safety, even in the midst of winter, and powerful tow-boats are always ready for service at moderate charges. The dock dues are very low, only 3*d*. per last per month.

GENERAL REMARKS.

The attention of British shipmasters should be drawn to the usual expression, "lay-days for discharging as customary." In this respect ships suffer great detention, therefore the number of days should be mentioned.

Bremerhaven and Geestemunde, 15th February, 1869.

LUBECK.

Report by Mr. Vice-Consul Behncke upon the Trade and Commerce of Lubeck for the Year 1869.

SHIPPING AND NAVIGATION.

THE communication by means of ships shows in general, compared with the year 1867, little variation, and the number of arrivals and departures of steam and sailing vessels has remained nearly equal.

The number of steam and sailing vessels arriving amounted in the year 1868 to 1,618 vessels, of 114,041 lasts, or about 228,100 tons ; in 1867, to 1,638 vessels, of 117,801 lasts, or about 235,600 tons ; in 1866, to 1,829 vessels, of 145,081 lasts, or about 290,160 tons.

The number of vessels arriving in the port of Lubeck carrying the British flag amounted in the year 1868 to 19 ships, of about 3,704 tons ; in 1867, to 14 vessels, of about 3,797 tons ; and in 1866 to 11 vessels, of about 1,756 tons, more coal than usual having been imported chiefly from British ports.

TRADE AND COMMERCE.

The consequences of the union of Lubeck with the North German Tariff Union, as far as the trade to Russia, Sweden, and Denmark is concerned, cannot at present be judged with any degree of certainty. However, it may be affirmed that the former fears that the North German trade would thereby be withdrawn from Lubeck have not proved well-founded, although since that time the transaction of business has in consequence become more irksome and tedious. On the contrary it must certainly be acknowledged that the Custom-house authorities of this city willingly seek to facilitate the trade of this place by rendering their measures of control less oppressive. But in spite of this the commercial intercourse, compared with former periods, is attended with greater intricacy and a considerable increase of expenses. The freedom of action which has been regained could naturally only exercise a beneficial influence upon the intercourse with the surrounding country, and a further animation of the same may be confidently hoped for. On the contrary, the high hopes entertained by some of the benefits arising from the opening of the Great German Tariff Territory have hitherto not been realized, a disappointment which, however, does not affect the mercantile community, this body never having entertained any such delusions.

The total proceeds raised by the "after payment of duty" upon goods from foreign countries, upon the entrance of Lubeck into the Tariff Union, amounts to about 400,000 Prussian dollars, or about 60,000*l.* : the principal part of which sum has been contributed by wines, spirits, coffee, sugar, and tobacco.

Respecting the hard measures which have occurred during the "after payment of duty" negotiations are being carried on, and the parties concerned hope, with the assistance of the Senate, to obtain some alleviation. The total proceeds of the duty raised by "after payment" are to be applied to the use of the State of Lubeck, which has undertaken to pay the expences of providing a free bonding-house, or any other Custom-

house buildings that may prove necessary. For the present they have contented themselves with free warehouses, in the possession of private persons, and the necessity for public free warehouses does not seem to be very pressing.

Through the abolition of the transit duty in Mecklenburg, the last great impediment to the commerce of Lubeck, and which has for so many years imposed such great burthens thereon, has been removed, and the beneficial effects thereof will soon be felt.

The Government of Mecklenburg-Schwerin has finally undertaken the completion of the Lubeck-Klein Railway, which is now vigorously carried on, and it may be expected that it will be finished in the autumn of the present year. This line is not only the means of communication between Mecklenburg and Lubeck, but it is also a connecting line for the nearest route of traffic in passengers and merchandize between Stettin and Pomerania with Hamburg, and is, therefore, for the Lubeck-Hamburg Railroad of great importance.

After seven years of continual failure in the crops the northern part of Sweden and the Grand Duchy of Finland have finally had a pretty good hay and corn harvest, which has infused fresh courage into the hearts of the inhabitants of those countries, and it is to be hoped that this is the commencement of a series of better harvest years. The consequences have already become visible by an increase in the importation of wares into those countries, as well as by the exportation of about 5,000,000 lbs., or about 53,300 cwts. of butter from Finland to Lubeck, which, in consequence of the great dearth of this article last year was sold at high prices.

The timber trade of Lübeck has continued in its usual state last year, although any important increase of sales cannot be stated. The importation of planks and deals remained about the same, while the importation of balks and spars, as well as laths, compared with 1866 and 1867 was considerably greater.

In the year 1868 the import was about 248,500 dozen of planks and boards, compared with—1867, 263,000 dozen of planks and boards; in 1866, 231,000 dozen of planks and boards; further, about 143,730 balks and spars, compared with the year 1867, 105,200 balks and spars; in 1866, 75,000 balks and spars.

The sales of English products and manufactures to the northern countries, particularly Sweden and Finland, have suffered no alteration from the Tariff, while, on the contrary, the sales to the territory of the Tariff Union have decreased. The consumption of English coals has remained the same, no duty being imposed upon this article within the precincts of the above-named union.

AGRICULTURE.

During the business season last year an unpleasant delusion was brought to light in respect to corn, which was chiefly caused by overrating the famine in East Prussia by the corn returns of the producers, who purposely stated a poorer result of the harvest of 1867 than was the case; by the rich corn harvests in Hungary, which circumstance made itself felt on the continent; and finally, above all, in consequence of the unusually early harvest caused by the great heat of the summer. The fall of the corn prices commenced in May, and went gradually and continually lower till the beginning of the new harvest in August.

The results of the last harvest in the vicinity of Lubeck were in general very satisfactory, and in spite of the fallen prices the farmers did not realize bad incomes. The rate of interest however which con-

tinues high, and which on an average is, on first and quite safe mortgages on estates, 4 and $4\frac{1}{2}$ per cent. per annum, and from $4\frac{1}{2}$ to 5 per cent. per annum on second mortgages, is very oppressive to the agriculturist. If, at the same time, we consider that the great importation of petroleum has continually and importantly depressed the prices of rape seed and oil; that further the enormous supplies of sheep wool from Australia have reduced the prices of wool; and that finally the great railway undertakings in the interior of Russia lead us to expect from thence similar supplies of corn to those from Hungary: it is not to be denied that the German farmer has no very brilliant prospects before him, and that a rise in the present value of estates is scarcely to be expected.

PUBLIC WORKS.

The results of the working of the Lubeck-Buchen and Hamburg railroads as compared with the year 1867 are as follows:—

Year.	Number of Persons.	Goods.		Value in Prussian Dollars.	Value in £ Sterling.
		Cwts.	Tons.		
1868	439,987	4,092,364	or about 204,620	538,527	80,377
1867	420,134	4,085,780	„ 204,290	534,784	79,819

The difference with the former year is therefore only unimportant, and does not require any particular notice.

The dividend to be expected will also not be higher than $2\frac{1}{2}$ per cent., and an increase of the traffic, and consequently a slight rise of the dividend can only be hoped after the opening of the above-mentioned Lubeck-Klein Railway.

The formation of a line from Lubeck to Eutin has for the present gone into the background, the construction of a railway from Berlin *via* Schwerin, Lubeck, Kiel, and Flensburg, being, for various reasons, very much wished by the Prussian Government, and the concession for levelling and measuring the line has been lately given. On this point I shall not be able to give any further information till my next year's Report.

Lubeck, February 10, 1869.

ROSTOCK.

Report by Mr. Vice-Consul Schultze, on the Trade and Commerce of Rostock for the Year 1868.

THE past year has proved in many respects disastrous to trade. The consequences of the year 1866 come more and more into action, and great changes having taken place, commerce has had to suffer under uncertainty, surprise, and taxation.

The year commenced with the agitating rumour that the barriers which had obstructed the annexation of the country to the Prussian Customs Union were at last surmounted, as France had annulled the Commercial Treaty with Mecklenburg; and that an early opening of the Prussian frontiers would take place. Consequently the merchants provided themselves with still more merchandize than had already been imported, and considerable quantities of coffee, sugar, sirup, iron, and manufactures, were laid up in speculation; but then the mercantile world was surprised by the news that in Lauenburg all merchandize would have to pay the Prussian duties before the frontiers would be opened, and again commerce had to labour under expectations which checked all intercourse, and sale of goods. Down to the 11th of August all was left in suspense and expectation, and then suddenly it was advertised that from the 12th of August to the 20th every merchant was to make a declaration of his stores, and that all such goods would be subjected to taxation. After that declaration was terminated, viz., on the 13th of September, at last the frontiers were opened, and the country was actually in the Zollverein.

The losses and costs of the merchants by this after taxation are in most instances very material and hard, and they have unanimously resolved to remonstrate against this measure which involves a loss of about 100,000%. Transactions are going on as to what indemnifications shall be rendered, and the government has already offered to return one-eighth of the sum levied, but the contest is not yet settled.

Of course British manufactures, for instance cottons, in all sorts of preparation, which hitherto have been much imported over Hamburg, and iron imported direct by sea, as well as many other imports from England, which meet with heavy duties on importation, will be much influenced henceforth by the Prussian Customs duties.

The war alarms have not been so vexatious as in the year before, but still they have flashed up now and then as some parties have an interest never to allow them to abate; but trade seems to get accustomed to such alarms, at least they have last year proved more harmless than in the year before.

Shipping and navigation have been lively, but it seems not remunerating for the ship owners. Freight rates have been very low during the whole year, and a great many vessels have arrived and departed in ballast. Of 799 vessels which departed from Rostock, 508 were in

ballast; and of 708 arrived at Rostock, 128 were in ballast. British shipping has as usual been but little employed in the trade of this port, as only 17 vessels of the British flag have arrived and departed, viz., 12 British with cargoes, and 5 with ballast arrived, and 13 British with cargoes, and 4 with ballast departed. Whereas the whole commerce with England alone has occupied 133 vessels arrived, 131 with cargoes, of which 114 with coals, and only two in ballast; and 126 departed for England, of which 120 with full cargoes of wheat, and 6 in ballast. The value of the exports to England by sea amounts to 320,000*l.*, and the value of the imports from England to about 72,000*l.*, viz.:—

No. of Cargoes.	Description.	Estimated Value.
114	Coals	£ 54,000
9	Mixed, chiefly Piece Goods	10,000
1	Slates	} 8,000
1	Linseed Oil	
2	Salt	
3	Iron	
1	Rails	
	Total	72,000

That British shipping is proportionally so small is the natural result of the large fleet which Rostock and Wismar possesses, and which is much greater than their own commerce can employ, so that Mecklenburg vessels are found in all harbours seeking freights.

Ship-building is continued without interruption in the same lively scale as before; but the ship owners are making a very bad business, on account of low freights, great maritime losses not always insured against, and want of seamen.

The number of vessels belonging to Rostock at the end of 1867 was 390, of 149,325 tons, 14 were lost during last year, 376 remaining, built 21, making the total number of vessels at the end of 1868, for Rostock 397, of these 381 are measured at 51,172 lasts of 6,000 lbs., or 153,516 tons; therefore the increase against 1867 is 7 vessels and 4,291 tons.

The number of vessels belonging to Wismar at the end of 1867 was 57 vessels of 19,506 tons, 5 were lost during the year and 1 sold, remaining 51, and 1 built, making a total of 52 vessels of 15,783 tons; therefore the decrease against 1867 is 5 vessels of 3,723 tons.

The harbour at Warnemunde has been materially deepened of late years by means of steam dredging machines, and the depth at the entrance from the sea is generally 17 feet now, and from Warnemunde to Rostock 15 feet, whereas it was, some 10 or 20 years ago, only 9 to 12 feet.

List of the Number of Vessels at Rostock 1868.

Nationality.					Arrived.	Departed.
North German—						
Rostock (56 steamers, 94 vessels)	..				150	160
Mecklenburg	..	..	..	..	84	98
Prussian	..	..	..	..	173	178
Holstein	..	..	..	..	122	120
Lubeck (10 steamers)	..	..	..	..	18	12
Hamburgh	..	..	..	..	1	1
Wismar	..	..	..	..	..	1
Hanoverian	..	..	..	..	24	23
Oldenburg	..	..	..	..	1	1
British	..	..	..	..	17	17
Belgian	..	..	..	..	1	1
Danish	..	..	..	..	58	57
Dutch	..	..	..	..	12	13
French	..	..	..	..	1	1
Norwegian	..	..	..	..	22	23
Swedish	..	..	..	..	90	92
Russian	..	..	..	..	6	6
					780	799
Entering the harbour for refuge	..	..			59	58
Steamers ditto ditto	..	..			5	5
Total					844*	862†

* In ballast, 128.

† In ballast, 508.

List of the Number of Vessels at Wismar 1868.

Nationality.					Arrived.	Departed.
North German					179	195
British	..	..	..	..	13	17
Danish	..	..	..	..	8	8
Swedish	..	..	..	..	86	89
Dutch	..	..	..	..	8	9
Russian	..	..	..	..	9	8
Total					303*	326†

* In ballast, 20; with cargo, 283.

† In ballast, 220; with cargo, 106.

Commerce and trade have not only suffered under the general impeding influence already mentioned above, but also under the disadvantage of a bad crop. There was a remarkable falling off in the quantities of corn exported last year; but prices have been well maintained during the year, and it seems that the business in corn has been regulated without losses.

THE quantities of Corn Exported from Rostock 1868.

Description.			Quantity.	English Measure.	Value.
			Lasts. Schffls.	Qrs.	£
Wheat	..	..	8,152	23	105,978
Rye	..	..	885	53	11,509
Barley	..	..	96	32	1,250
Oats	..	..	40	95½	544
Pease	..	..	2	72	35
Tares	..	..	0	44	6
Rapeseed	..	..	529	24	6,877
Linseed	..	..	9	39	122
Total..			9,716	94½	126,321
					368,095

There were exported in 1867 10,665 lasts, in 1866 10,324 lasts, and in 1865 11,379 lasts; therefore last year shows a decrease of about 10 per cent. on 1867.

The export of corn was in 224 vessels, of which 120 were bound for England, and 13 of the British flag.

THE quantities of Corn Exported from Wismar 1868.

Description.			Quantity.	English Measure.	Value.
			Lasts.	Qrs.	£
Wheat	..	..	3,420	44,460	120,042
Rye	..	..	12	156	312
Oats	..	..	12	168	219
Tares and Peas	..	..	29	377	848
Rapeseed	..	..	370	4,810	14,430
Total ..			3,843	49,971	135,851

There were exported in 1867 4,746 lasts; therefore last year shows a decrease of about 25 per cent. on 1867.

The other exports,—such as cattle, wool, butter, hides,—to considerable amounts are made by the railroads through Hamburgh and Berlin.

The principal imports, besides what has already been mentioned,—such as coals, iron and steel, soda, pottery, sugar and molasses, oil, salt, slates, coffee, rum,—are imported from England; bricks and lime stone from Prussia; iron, timber, and herrings from Norway and Sweden; wine from France.

Agriculture has had to endure the result of the bad crop of 1867; and small-pox amongst sheep has also caused a good deal of mischief. The crop of last year was, however, better; but it did not amount to a full average crop, as the great heat during the whole spring and summer, and part of autumn, impeded the yield of all such produce as barley, peas, oats, and hay, whereas wheat yielded a very good crop in quantity as well as a very superior, heavy, and fine quality.

Rostock, January 26, 1869.

TURKEY.

CONSTANTINOPLE.

Report by Consul-General Sir P. Francis, on the Trade and Commerce of Constantinople for the Year 1868.

FROM the impossibility of obtaining from the departments of government authentic statistics of imports and exports, and from the unreliable character of the information generally available for Consular Commercial Reports from Turkey, my predecessors have abstained from preparing regularly such annual reports; nor am I at present in a position more favourable than they were, in this respect, but certain general statements connected with the commerce of this place may be accepted in place of detailed particulars.

As your Lordship is aware, although Constantinople ranks among the most populous cities of the world, it is not a manufacturing place, nor is it in its immediate neighbourhood productive. For many miles round on the European side of the Bosphorus the soil is poor and ill-cultivated, and it is difficult to discover what are the sources of livelihood of the large population of the town itself.

What prosperity Constantinople possesses seems to arise from its central position, its being the seat of government, and its character as a dépôt for merchandize. The large fleets of merchant vessels coming from the Danube and Azoff, with cereals, stop here on their passage for a longer or shorter time, and thus induce some activity in respect of shipping stores, and the numerous steamers passing and re-passing, which lately have enormously increased, induce a large trade in coal.

It is to the augmentation of British trading steamers that attention has been lately drawn. It would seem that a great quantity of grain is now carried by steamers, which are taking the place of sailing vessels, and in many instances are loaded from small vessels bringing the cargoes from the Black Sea; but often it pays the steamers even of large burden, to go themselves up to the ports of the Danube and to load there.

I enclose the statistics of the number and tonnage of steam, and other vessels for 1865, 1866, 1867, and 1868.

		Steamers.	Tonnage.
1865	..	195	163,342
1866	..	227	168,892
1867	..	417	284,068
1868	..	720	468,078

This shows a large development of British steam traffic, and out of proportion to the increase in traffic by sailing vessels.

Thus in 1865 the number of sailing vessels was 1,342, their tonnage 404,196; and in 1868 the number was 1,577, their tonnage being 487,863.

With the exception of the foreign companies with government subvention, viz., the Messageries Impériales, the Austrian Lloyds, the Russian Steam Navigation and Trading Company and Ottoman Company, and the Egyptian Azizieh Company, there have been about

35 merchant steamers of foreign flags, not British, trading in these waters.

These figures, which differ slightly from those collected by the Consulate from other sources, are taken from the Returns of the Light-house Board.

There is a large import business of Manchester goods carried on at Constantinople, from which place they are distributed through the interior; but the Greek and Levantine merchants are, as a rule, far more prominent than any other in this trade. Hardly any British merchants resident here are engaged in it to any considerable extent.

The trade for goats' hair, derived chiefly from Angora and its neighbourhood, is getting more directly into British hands. It is of considerable and growing importance.

I have to report that the Custom-house and harbour arrangements are still very defective. Though strong representations have been made (and I have been in frequent communications with the Custom-house Department on the subject, which has promised to make reforms and improvements), at present there is a great lack of space in the Custom-house, and the arrangements are so defective that goods are exposed to the weather, lost, and spoilt in a lamentable way.

At times, one hundred thousand pounds worth of property will be tossing about in barges for days, before the bales can be landed. I trust, however, before next year to report to your Lordship an improvement in this matter.

With regard to the harbour arrangements, there is a scheme on foot for imparting some order into the port, which at present is in a very dangerous and unregulated state.

Vessels coming into port anchor where they like, and thus the fair ways are blocked up. The scheme now before the Local Government is perfectly feasible. It is from certain of the foreign legations that great difficulties are encountered in framing and carrying out rules for the better management of the harbour.

Some of the foreign privileged trading companies, such as the Messageries Imperiales, the Austrian Lloyds, and the Russian Company are indifferent to the formation of the rules, for their ships are in continual occupation of the port, and they can take up and keep what berths they please, and defy all remonstrance.

Under these circumstances the Ottoman Authorities let them take this course to the great detriment of the general interests of shipping. Collisions, legal proceedings consequent thereon, are of continual occurrence.

There is also a prosperous business carried on on the Bosphorus, Dardanelles, and Danube, by tug boats. Most, if not all, are constructed in England, and many of them owned and managed by Englishmen.

We have in the port about 20 tug boats, under British flag.

The construction of the first railway having its terminus at Constantinople, has been begun. It is proposed to carry it to Adrianople. Instead of making a deposit as security, the concessionaires have undertaken to make the first section a few miles only, which may be finished this year.

Hitherto railways in Turkey, from various causes, have not, with one exception, met with success. At present it is not possible to form any opinion, either as to the manner of carrying out the project of the Adrianople Railway, or as to its being remunerative when finished.

Constantinople, January 25, 1869.

JANINA.

Report by Mr. Consul Stuart on the Trade and Commerce of Janina for the Year 1868.

A REVIEW of the commercial movement of Epirus during the year 1868 does not present satisfactory results. The year opened under unfavourable, though somewhat improved auspices; for some time previously there had been disturbances on the frontier, which caused uneasiness and commercial diffidence, while armed inroads, and the measures taken to oppose them, interrupted farming operations over a considerable extent of country. These evils were now subsiding, a feeling of security was beginning to return, and the villagers, in part relieved from actual and expected dangers, applied themselves with some degree of alacrity to their wonted occupations. The weather was favourable, local produce of all sorts was in demand, owing to the general deficiency of the preceding year; and as the spring advanced, the withdrawal of the troops from outposts, and the disbandment of extraordinary levies, seemed to promise an interval at least of tranquillity and repose. All these circumstances were encouraging. But, on the other hand, commercial confidence had been shaken, and once shaken, it is not easily re-established. Besides which, an undefined apprehension kept unsettling public feeling, the precursor, no doubt, of the closing events of the year.

The lambing season was most propitious, and there was an abundant clip of wool; but the wool of Epirus is not of a good quality; it is only with careful picking that some lots can be made up for the Trieste market. These lots were sold on the ground last year, unwashed, for 6*d.* per lb.; the ordinary quality, which is manufactured in the country, not fetching more than 4*d.* per lb.

All the cereals, viz., wheat, oats, barley, rye, millet, and Indian corn, yielded good average returns both in quantity and quality.

The gathering of tobacco was above the average, and of good quality.

The olives promised an abundant and excellent yield until the month of December, when the warm and unseasonable weather destroyed a great part of the fruit. In the northern part of the province the olive groves fared better, and a fair average return has been obtained from them.

Cocoons.—A succession of untimely thunderstorms in the early part of June rendered almost wholly abortive the preparations which, on an extended scale, had been made for the production of cocoons. Most of the grubs perished before weaving the cocoons, and, on the whole, the gathering did little more than cover the expenses.

The vintage was excellent, and the product of wine abundant; it was also good for the country; but the wines of Epirus are all of very ordinary quality.

Cotton.—The produce of cotton last year disappointed the expectations of the cultivators. Between Arta and Prevesa nearly 1,800 acres were put under seed, and a return of at least 1,000,000 lbs. was anticipated; but though the growing and the gathering seasons were favourable, not more than half that quantity was gathered. The

staple, too, was short and weakly, from which I infer that the plant was attacked by insects or worms, which the growers either did not perceive or did not know how to destroy.

This is the second year that the cotton crop has failed in Epirus, and, coupling this with the low prices which even the good article now fetches, it is not unlikely that this branch of agricultural industry will, as it promised three years ago, here be abandoned, or will, at least, shrink back to the humble proportions it used to range at before the exportation of cotton from the United States was interrupted.

Of the 12 gins of European make which were at work here in 1867, two have been sold to Thessalian growers and some of the others are, I hear, for sale.

Near Prevesa a horse murrain prevailed for some weeks in the beginning of the year, carrying off a few score of horses.

American petroleum is now taking its place among the regular imports of this country; it is brought from England by sailing vessels to Corfu, in rectangular tin cases of five gallons each; from Corfu it is sent across in country boats, and it is fetched to Janina from the coast on horseback. The tin cases are packed by eights in wooden boxes, two of which make a horseload. No accident has yet occurred here in the carriage of this article. The petroleum is sold in Janina wholesale at 4s. a gallon, by retail at 5s.; it is used exclusively for light, and special lamps for it of a cheap kind are imported from Germany; it lasts half again as long as olive oil, which is a fraction dearer, and gives moreover a clearer and more steady light.

The foreign trade of this province has been set forth at length in some of my previous reports; it does not vary much in character, nor does it expand beyond a certain point which is fixed: for the imports, by the consumption of those absolute necessities which the country does not supply; for the exports, by the universal law of trade, according to which one country exchanges its surplus produce for that of others. Here, making allowance for annual variations of productiveness, that surplus varies but little, so that the same terms and figures would nearly serve to describe the exports from one year to another. It is much the same thing with the imports; they are of a very uniform character, because the demand for them is regulated by fixed, unchanging habits, and they do not increase, because the wealth of the country does not increase. It is to be added that the export and import returns of Epirus, taken separately, do not represent the surplus and the deficiencies of the country; for owing to the difficulty and expense of inland communication, the same article which is exported in one place is imported in another; so that the wants which in other countries would be supplied by local interchange, here pass into the category of foreign trade.

There is no direct trade or shipping between Epirus and the United Kingdom, but British goods to a considerable amount are yearly imported here through Corfu and Trieste.

Under the head of Public Works there is nothing to report.

The Government dimes of the land produce which were raised last to 15 per cent., are this year (1869) at 12½ per cent.

The rate of currency is as follows:—

Ottoman Lira	..	..	..	..	105 piastres
Pound sterling	..	..	..	..	115 "
Napoleon	..	..	..	..	90½ "

Good bills on England at 10 days' sight sell at par.

Janina, 6th February, 1869.

RHODES.

Report by Mr. Vice-Consul Biliotti, on the Trade and Commerce of Rhodes for the Year 1868.

SHIPPING AND NAVIGATION.

British.—THE number of sailing vessels which came to Rhodes in 1868 is only eight, but there is an increase on British shipping owing to a merchant steamer calling here since September last.

The following return shows the state of British shipping during the last five years :—

Years.	Number of Vessels.	Tonnage.	Crews.	Value of Imports.	Value of Exports.
				£	£
1864	14	3,630	149	2,400	1,250
1865	6	1,724	71	3,600	1,500
1866	6	1,465	58	2,780	5,500
1867	9	2,558	93	6,020	6,000
1868	24	9,422	433	4,150	12,712

No British vessels have been employed last year in carrying coals from Great Britain to Rhodes, as the steamers of the different companies which call here being now of large tonnage, require no longer to take coals in this place. The quantities imported in British vessels in 1867 were on account of the Ottoman Government, who have now a large stock in this port.

On the other hand, there are 700 tons against 350 in 1867, of valonea shipped in British vessels from these parts for the United Kingdom.

Foreign.—The movement of foreign shipping during the last five years is shown in the following return, and as the different steamers calling here are included therein, this circumstance explains the great discrepancy which exists between the tonnage of vessels and the amount of imports and exports :—

Years.	Number of Vessels.	Tonnage.	Crews.	Value of Imports.	Value of Exports.
				£	£
1864	433	153,272	12,371	137,000	174,500
1865	718	214,615	13,603	158,857	174,645
1866	746	263,548	16,357	129,528	121,800
1867	566	232,428	13,333	104,948	53,924
1868	500	263,114	16,596	82,830	36,060

In the subjoined abstract from the above return, are shown the

operations of each company of steamers, including also the species in the amounts of imports and exports.

AUSTRIAN Lloyd's Steamers.

Years.				No. of Steamers.	Tonnage.	Imports.	Exports.
				£	£	£	£
1864	..	..	..	53	28,076	54,338	33,152
1865	..	..	..	52	30,487	60,400	48,584
1866	..	..	..	51	39,716	61,415	37,425
1867	..	..	..	51	33,516	49,060	36,120
1868	..	..	..	49	55,000	72,060	30,630

FRENCH Messageries Impériales.

1864	..	..	..	54	53,050	33,850	22,600
1865	..	..	..	62	77,090	45,940	25,480
1866	..	..	..	67	81,916	65,000	41,500
1867	..	..	..	72	95,600	57,000	40,000
1868	..	..	..	70	93,000	34,600	14,900

RUSSIAN Steamers.

1864	..	..	..	50	41,390	15,000	17,000
1865	..	..	..	43	40,990	18,000	17,500
1866	..	..	..	42	40,850	21,000	14,000
1867	..	..	..	49	44,100	53,060	10,874
1868	..	..	..	48	48,000	35,470	13,680

OTTOMAN Steamers.

1864	..	..	..	15	8,000	1,500	500
1865	..	..	..	11	6,500	1,000	400
1866	..	..	..	3	1,900	300	100
1867	..	..	..	..	..	..	..
1868	..	..	..	..	..	..	..

EGYPTIAN Steamers.

1865	..	..	..	..	..	..	..
1866	..	..	..	34	25,200	4,000	3,000
1867	..	..	..	7	3,629	600	700
1868	..	..	..	46	43,000	6,980	6,120

ASIA MINOR Steam Ship Company (British).

1868	..	..	..	16	8,000	4,650	8,710
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This Company has started, in September last, a steamer, the "Fortuna," of London, of 500 tons, from Smyrna to Adalia, calling on her way there and back, every fortnight, to the intermediate ports of Scio, Samos, Calymnos, Cos, Symi, Rhodes, and Makry. Although three months have hardly elapsed since the results already obtained have been such, it would seem, as to induce the owners to add another steamer, with the object to connect to this line Syra and Mersina. This additional steamer has not arrived yet, but is expected to come in a short time.

I have often pointed out in my reports the advantage to be derived from an enterprise of this kind, and am convinced that, if persevered in, it will be a good investment of capital for the undertakers, and the means of establishing direct communications, and consequently increase of trade, between Great Britain and these parts of the Ottoman Empire.

Coasting.—The British steamer which now puts in communication the islands between themselves and with the mainland, weighs heavily on the coasting shipping, especially in winter.

The movement of the coasting crafts during the last five years, is shown in the following return :—

Years.				Boats.	Tonnage.	Crews.
1864	..	..	..	2,155	14,534	8,624
1865	..	..	..	2,075	12,930	7,350
1866	..	..	..	2,180	13,354	7,375
1867	..	..	..	1,780	12,930	8,720
1868	..	..	..	1,550	14,400	8,203

Sponge Fishing Boats.—The number of these boats which came to Rhodes last year has been nearly the same as that in 1867 ; but in consequence of their having then explored the coasts of this island more than usual, sponges were now found in insufficient quantities to enable the divers to work here, and as towards June the permission to fish at Candia was granted to them, they all left for that island, with the exception of one diving apparatus, which worked here during the whole summer. The following is the comparative return of the boats which called at Rhodes during the last five years :—

Years.				Boats.	Tonnage.	Crews.
1864	..	..	..	90	550	630
1865	..	..	..	143	910	974
1866	..	..	..	100	515	685
1867	..	..	..	157	870	1,101
1868	..	..	..	140	750	980

Ports.—I am glad to report that a dredging machine has been at work since June last in the inner harbour (arsenal of Rhodes). However, judging from the progress made hitherto, the cleansing of this harbour will require several years to be completed. There being no steam-tug to tow the lighters at a distance, the ballast taken out of the harbour is thrown at about one cable from its entrance, and no doubt that it will at a period not very remote choke it up again. The sea wall which protects this harbour on the east is also repaired at the same time. Exiled Syrians are employed in both these works, and get each two piastres per diem.

TRADE AND COMMERCE.

Exports.—As far as articles, the produce of this island, are concerned, are nearly the same as those of the year 1867, but there is a great increase on two articles grown in Anatolia, viz. :—

Wax, of which 30,000 okes have been exported in 1868, against 12,000 okes in the year preceding; and

Storax Oil, an article hardly purchased a few years ago, and of which

a quantity representing upwards of 7,000*l.*, has been exported in 1868. I understand that a good part of it is sent to India, through Alexandria, for which place about half the quantity exported from Rhodes is now sent.

The following comparative return for the last five years shows the value of the articles exported to each country :—

Countries.	1864.	1865.	1866.	1867.	1868.
	£	£	£	£	£
Great Britain.. ..	38,600	47,636	38,727	30,636	29,518
France	29,840	54,636	38,863	46,728	34,082
Greece.. ..	280	400	364	91	..
Austria	28,250	22,636	31,955	46,000	47,527
Egypt	3,400	419	4,664	909	4,964
Turkey	65,860	44,418	59,009	66,845	46,182
Italy	8,170	..	12,000	..	11,564
Russia.. ..	100	..	..	..	2,545
Total	158,400	174,645	185,582	191,209	176,382

Subjoined are the average market prices of exports for the year 1868 :—

Names of Articles.	Foreign Weights and Measures.	English Weights and Measures.	Currency.	Sterling.
Apricots, dried ..	Oke	2 $\frac{3}{4}$ lbs.	5	10 <i>d.</i>
Figs, dried	Cant.	Cwt.	44	7 <i>s.</i> 4 <i>d.</i>
Fresh fruits & vegetables	Oke	2 $\frac{3}{4}$ lbs.	$\frac{1}{2}$ to 1	1 <i>d.</i> to 2 <i>d.</i>
Hides	"	"	8 to 80	1 <i>s.</i> 4 <i>d.</i> to 13 <i>s.</i> 4 <i>d.</i>
Honey	"	"	4	8 <i>d.</i>
Olive oil	"	"	5	10 <i>d.</i>
Onions	Cant.	Cwt.	14	2 <i>s.</i> 4 <i>d.</i>
Sesame seed	Kilo.	Bushel	42	7 <i>s.</i>
Silk, raw	Oke	2 $\frac{3}{4}$ lbs.	280	2 <i>l.</i> 6 <i>s.</i> 8 <i>d.</i>
" thrown	"	"	400	3 <i>l.</i> 6 <i>s.</i> 8 <i>d.</i>
Spirits	"	"	5	10 <i>d.</i>
Storax oil	"	"	9	1 <i>s.</i> 6 <i>d.</i>
Valonea	Cant.	Cwt.	60	10 <i>s.</i>
Wax	Oke	2 $\frac{3}{4}$ lbs.	22	3 <i>s.</i> 8 <i>d.</i>
Wine	"	"	2 $\frac{3}{4}$	6 <i>d.</i>

Sponges.—The following Table shows the average price of sponges in 1868 :—

Countries.	Weights.	Fine.		Common.		Coarse.	
		Piastres.	£ Sterling.	Piastres.	£ Sterling.	Piastres.	£ Sterling.
Bengazy	Oke.	150	£ s. d. 1 5 0	120	£ s. d. 1 0 0	45	£ s. d. 7 6
Mandruha	"	300	2 10 0	140	1 3 4	60	10 0
Syria	"	275	2 5 10	110	0 18 4	30	5 0
Caramania	"	250	2 1 8	80	0 13 4	20	3 4
Cyprus	"	130	1 1 8	80	0 13 4	...	...
Crete... ..	"	250	2 1 8	90	0 15 0	...	...
Rhodes and Archi- pelago	}	250	2 1 8	70	0 11 8	...	...
Greece		150	1 5 0	60	0 10 0	...	...

It must be observed that at Castel Rosso, where sponges are always sold before those of the other islands, the prices paid last year have been the same as those of the preceding year. At Symi higher prices having been obtained at first, there has been a rush from the other sponge fishing islands of Telos, Stampalia, Calymnos, and even Greece. But, in consequence of the agglomeration of this article on the market of Symi, the prices fell at once from 20 to 25 per cent. on common and coarse sponges, and from 25 to 30 on fine. The prices paid at Calymnos, with the exception of fine sponges, which have been sold with a decrease of 20 per cent., have nearly been the same as those of Castel Rosso. No important sales have taken place at Halki, the sponge fishers having refused to give their merchandize at reduced rates, after the high prices paid at the beginning at Symi; but they do not know what to do now with their sponges, for which there are no purchasers. It is reckoned that the sponges now unsold at Halki, which are of good quality, are worth 10,000*l*. On the whole, fine sponges (which quality is mostly sent to Great Britain), have never been in so little favour in these parts, and those still existing in the islands might be obtained at very reduced prices.

The following return shows the number of boats and diving apparatus employed in the different sponge fishing spots, as well as the approximative value of sponges derived from each locality :—

Fishing Spots.	Rhodes.		Syria.		Calymnos.		Halki.		Castel Rosso.		Stampalia and Telos.		Total.			
	Boats.	Value.	Boats.	Value.	Boats.	Value.	Boats.	Value.	Boats.	Value.	Boats.	Value.	Boats.	Diving Apparatus.	Piastres.	£ Sterling.
Bengazy	..	..	11	300,000	2	50,000	..	..	..	..	..	..	13	..	350,000	3,182
" diving apparatus ..	..	..	..	..	5	400,000	..	..	..	..	..	..	..	5	400,000	3,636
Mandruha	..	..	62	1,800,000	45	1,050,000	2	60,000	..	..	..	..	109	..	2,910,000	26,455
" diving apparatus ..	..	..	4	200,000	..	..	..	..	..	..	..	..	..	4	200,000	1,818
Syria	..	..	18	180,000	3	100,000	..	..	..	..	..	..	21	..	280,000	2,546
Caramania	..	..	75	750,000	50	500,000	..	..	26	600,000	..	..	151	..	1,850,000	16,818
" diving apparatus ..	1	50,000	4	100,000	..	..	..	..	..	..	..	..	..	5	170,000	1,546
Cyprus.. ..	..	..	..	..	15	200,000	..	..	..	..	..	..	15	..	200,000	1,818
Crete	..	..	30	600,000	70	1,500,000	60	1,100,000	..	..	4	100,000	164	..	3,200,000	29,091
" diving apparatus ..	4	300,000	6	400,000	..	..	2	140,000	..	..	..	..	..	12	840,000	7,636
Ottoman Archipelago ..	..	..	20	300,000	60	800,000	..	..	..	..	24	350,000	104	..	1,450,000	13,182
" diving apparatus ..	1	50,000	7	250,000	3	100,000	..	..	..	..	..	..	..	11	400,000	3,636
Greece	..	..	..	..	40	500,000	..	..	..	..	..	..	40	..	500,000	4,545
" diving apparatus ..	..	..	4	150,000	..	..	..	..	..	..	..	..	..	4	150,000	1,364
Totals	6	400,000	241	5,050,000	293	5,200,000	64	1,300,000	26	600,000	28	450,000	617	41	12,900,000	117,273

The sponge fishing boats proceeding on the coast of Syria decrease yearly in number, on account of the 18 per cent. claimed from them for tithe and Customs dues, although their sponges are not landed.

Out of the 62 Symi boats which went to Mandruha (Africa), seven brought a very insignificant quantity of sponges, owing to their having given up the fishery, for the purpose of plundering the gear of a British barque, the "Richard Hodgson," which they found stranded on that coast. The stores of that vessel brought to their island have been lately recovered by me on account of the underwriters.

At the request of the Governor-General, the Porte having allowed towards June last the sponge fishing boats to proceed to Crete, the Halkiotes have realized an abundant fishery, the island of Crete, which is their usual place of resort, not having been explored since 1866.

Of the 40 diving apparatus which have been at work last year, few have obtained 800*l.*; the average has been 400*l.* each. This unsuccess is to be attributed in great measure to the want of capital, as far as boats with diving apparatus belonging to divers are concerned. They having spent most of their money for the purchase of the apparatus, had not the means to take sufficient provisions for the whole season, and were obliged to return now and then to their islands to revictual, thus losing part of the propitious time for fishing sponges.

Imports.—The total value of imports in 1868 has been nearly the same as in the preceding year. But it must be observed that there is a great decrease in some articles imported from Europe; sugar and coffee specially stand for nearly two-thirds less, while the deficiency has been made up by articles sent from Anotolia here, to be shipped for other places.

The following comparative return for the last five years shows the value of articles imported from each country:—

Countries.	1864.	1865.	1866.	1867.	1868.
	£	£	£	£	£
Great Britain	2,400	8,724	3,955	12,820	1,205
France	15,320	18,184	18,527	24,118	15,750
Greece	680	5,760	2,427	2,000	855
Austria	1,350	327	227	455	898
Egypt	3,090	3,422	1,982	473	618
Turkey	110,600	118,854	98,818	73,736	93,978
Italy	2,360	2,245	2,455	136	1,046
Russia	1,200	1,341	1,137	1,636	737
Total	137,000	158,857	129,528	114,374	115,087

Diving apparatus manufactured in Great Britain are exclusively imported in the Ottoman Archipelago. The French firm, Rouquerol and Denayrouze, whose apparatus has been adopted in Her Majesty's and other navies, have tried by all means, but unsuccessfully, to introduce their system in these islands. Although the bag of compressed air carried by the diver on his shoulders is a great improvement in this apparatus, still, as it does not enable to descend at greater depths, a most essential point for fishing sponges, the islanders give the preference to the British apparatus for two motives. It is worked with half the men required by the French, and is not so liable as the last to breakage. The number of apparatus and gear imported in the year 1868 has not been important, in consequence of the continued disturbances at Crete, where it was not known until the middle of the year that boats would have been allowed to proceed to sponge fishing. Many persons intended

to import diving apparatus for next summer, but the complications between Turkey and Greece will very likely prevent them from carrying out their scheme.

Subjoined are the average market prices of the principal articles of importation during the year 1868:—

Names of Articles.	Foreign Weights and Measures.	English Weights and Measures.	Currency.	£ Sterling.
Barley	Kilo.	Bushel	14	2s. 4d.
Butter	Oke	2 $\frac{3}{4}$ lbs.	15	2s. 6d.
Charcoal	Cant.	Cwt.	20	3s. 4d.
Cheese	Oke	2 $\frac{3}{4}$ lbs.	9	1s. 6d.
Cloth	Pick	$\frac{3}{4}$ yards	30 to 60	5s. to 10s.
Cochineal.. .. .	Oke	2 $\frac{3}{4}$ lbs.	180	30s.
Coffee	"	"	7 $\frac{1}{2}$	1s. 3d.
Firewood	Cant.	Cwt.	5	10d.
Glass	Each	Each	1 to 4	2d. to 8d.
Grey goods	Piece	Piece	24 to 66	4s. to 11s.
Indigo	Oke	2 $\frac{3}{4}$ lbs.	150	25s.
Iron, English	Cant.	Cwt.	75	12s. 6d.
" Russian	"	"	100	16s. 8d.
Leather, France	Oke	2 $\frac{1}{2}$ lbs.	24	4s.
" Syria	"	"	18	3s.
Madopolam	Piece	Piece	60 to 100	10s. to 16s. 8d.
Muslin	"	"	20 " 30	3s. 4d. to 5s.
Paper	Ream	Ream	20 " 60	3s. 4d. to 10s.
Pepper	Oke	2 $\frac{3}{4}$ lbs.	7	1s. 2d.
Pewter	"	"	19	3s. 2d.
Pitch	"	"	60	10s.
Planks	Each	Each	1 to 6	2d. to 1s.
Printed calicoes	Piece	Piece	60 to 120	10s. to 20s.
Pulse (beans, lentils, &c.)	Oke	2 $\frac{3}{4}$ lbs.	1 $\frac{1}{2}$	3d.
Rice	"	"	3	6d.
Rope, tarred	"	"	7	1s. 2d.
" untarred	"	"	8	1s. 4d.
Sail cloth	Pick	$\frac{3}{4}$ yards	2 to 6	4d. to 1s.
Salt fish	Oke	2 $\frac{3}{4}$ lbs.	6 to 12	1s. to 2s.
Small shot	"	"	4	8d.
Soap	"	"	5 $\frac{1}{2}$	11d.
Spirits	"	"	9	1s. 6d.
Sugar	"	"	5 $\frac{1}{2}$	11d.
Tin	Case	Case	200	33s. 4d.
Tobacco	Oke	2 $\frac{3}{4}$ lbs.	15	2s. 6d.
Twisted cotton	"	"	20 to 30	3s. 4d. to 5s.
Wheat	Kilo.	Bushel	28	4s. 8d.
Wine	Oke	2 $\frac{3}{4}$ lbs.	2	4d.
Woollen manufactures ..	Pick	$\frac{3}{4}$ yards	3 to 15	6d. to 2s. 6d.

Domestic Trade.—The average market prices of provisions, the produce of Rhodes for the year 1868, are given in the following Table:—

Names of Articles.	Foreign Weights and Measures.	English Weights and Measures.	Piastres.	£ Sterling.
Beef	Oke	2 $\frac{3}{4}$ lbs.	4	8d.
Biscuit	Cant.	Cwt.	88	14s. 8d.
Bread	Oke	2 $\frac{3}{4}$ lbs.	1 $\frac{1}{4}$	2 $\frac{1}{2}$ d.
Ducks	Each	Each	6	1s.
Eggs	Dozen	Dozen	3	6d.
Flour	Oke	2 $\frac{3}{4}$ lbs.	2	4d.
Fowls	Each	Each	6	1s.
Fresh fish	Oke	2 $\frac{3}{4}$ lbs.	6	1s.
Fruits, fresh	"	"	$\frac{1}{2}$ to 1 $\frac{1}{2}$	1d. to 3d.
" dried	"	"	3	6d.
Geese	Each	Each	15	2s. 6d.
Lard	Oke	2 $\frac{3}{4}$ lbs.	4	8d.
Milk	"	"	2	4d.
Mutton	"	"	5	10d.
Pork	"	"	4	8d.
Turkeys	Each	Each	36	6s.
Vegetables, fresh. .	Oke	2 $\frac{3}{4}$ lbs.	$\frac{1}{2}$ to 1	1d. to 2d.
" dried	"	"	2	4d.

AGRICULTURE.

The agricultural produce of the island of Rhodes for the year 1868 is shown, as accurately as possible, in the following Table :—

Names of Articles.	Foreign Weights and Measures.	Quantities.	English Weights and Measures.	Quantities.
Barley	Kilo.	80,000	Bushel	80,000
Caroubs	Cant.	100	Cwt.	100
Cheese	Oke	20,000	Lbs.	55,000
Cocoons	"	2,000	"	5,500
Cottons	Cant.	2,000	Cwt.	2,000
Dried vegetables ..	Kilo.	8,000	Bushel	8,000
" fruits	Oke	60,000	Lbs.	165,000
Fresh vegetables ..	"	3,000,000	"	7,275,000
" fruits	"	1,000,000	"	2,750,000
Oats	Kilo.	5,000	Bushel	5,000
Honey	Oke	50,000	Lbs.	137,500
Onions	Cant.	30,000	Cwt.	30,000
Oranges and lemons	Pieces	5,000,000	Pieces.	5,000,000
Spirits	Oke	45,000	Lbs.	123,790
Sesame seed	Kilo.	2,000	Bushel	2,000
Tobacco	Oke	80,000	Lbs.	220,000
Valonea	Cant.	1,000	Cwt.	1,000
Wax	Oke	5,000	Lbs.	13,790
Wheat	Kilo.	200,000	Bushel	200,000
Wine	Oke	350,000	Lbs.	962,500
Wool	"	8,000	"	22,000

Corn.—The yield of wheat and barley in 1868 has been very abundant in some localities, while it has been rather scarce in others, which last unfortunately were the most numerous. This contrast in the produce is to be attributed to the heavy rains which prevailed at the beginning of the year, rotting in part the grain sown in fat ground, while

they benefited greatly that in sandy or clayey soil. The crops having been wetted in the threshing floors, the corn at a latter period produced small insects and worms which gnawed the grains. This damage was mostly caused by the great delay which occurred in the final adjudication at Constantinople of the tithe, before the perception of which, by the authorized persons, the peasants are not at liberty to store their produce.

Olive Trees have luckily given a very abundant yield, which has partly compensated the peasants for the loss sustained on their corn.

I mentioned in my report for the year 1867 the intention of Government to establish an agricultural bank at Rhodes by means of a small yearly contribution in wheat by each labourer. In pursuance of this plan, 3,000 kilogrammes of this grain, or $1\frac{1}{2}$ kilogramme per labourer, have been collected last year. It is not known whether this wheat, which represents about 800*l.*, has been sold, but hitherto nothing has transpired as to the actual employ of this sum.

INDUSTRIES.

M. Denayrouze, of the firm Rouquerol and Denayrouze, who had tried in 1867 to introduce diving apparatus moved by steam, having then failed in his attempt to adopt his system to country boats, has returned last year with a small steamer, 60 feet long, fitted with four diving apparatus, allowing as many divers to explore at the same time the bottom of the sea. All his crew are French. Hitherto his attempts have not been successful, in consequence of breakage in the machinery, but he seems to be decided to persevere in his undertaking. M. Denayrouze, who is besides a commander in the French navy, expects for next spring two steam launches of about 36 feet each.

The natives of these islands have lately more generally adopted drags (which were hitherto very little in use) for fishing sponges at depths of 50 and 60 fathoms, where they can neither dive nor descend with a diving apparatus. However, the sponges fished in this way are not of first quality, as they are growing on sand or mud. There are no boats specially addicted to this mode of fishing. Some of the usual diving boats work with the drag during the winter months.

Although there are in this town 29 corn windmills, capable of grinding 1,000 bushels per diem, which are more than sufficient for local consumption, still it often occurs in the spring and autumn months when calm prevails that the population is left without flour, M. Aublé, a Frenchman, has last year built a large flour mill with the object not only to provide Rhodes, but also and specially to export flour to the surrounding islands. The engine is 16-horse power, and capable of moving three stones (although only two are used at present), which are reckoned to grind 120 bushels a day each. The machinery and accessories, which are all of the most improved and complete system, are French, and cost about 1,500*l.* The building must cost as much again. The mill has not yet begun to work, there being a few details to finish; but there is no doubt that although beneficial for the inhabitants in general, it will cause great prejudice to the native millers. It is true that the Firman, allowing the erection of this mill, prohibits the grinding of less than 500 bushels, but many will of course, instead of wheat as they do now, purchase ready flour, which it is not prohibited to sell in small quantities. All the people employed in this mill are foreigners.

Towards the beginning of the present century coral was fished on the coast of Rhodes and Scarpantos. An attempt has been made in 1868 by Italians to revive this fishing. Coral fishers were brought from Sicil

and explored the coasts of this island and of Scarpantos. At Rhodes coral was discovered, but not in sufficient quantities to be remunerative, while although numerous traces of it were found on the coast of Scarpantos, not a single piece was fished at sea. It is to be regretted that this attempt has failed, as among all the enterprises undertaken last year at Rhodes, it was the only one in which natives were employed in the proportion of three to one foreigner.

PUBLIC WORKS.

There are no railways nor canals at Rhodes. Roads and existing bridges are never repaired; some of the latter are in such shaken condition as to endanger the lives of persons passing over them.

In 1859 Messrs. Newall and Co., of London, had undertaken to establish telegraphic communications in some ports of the Ottoman Empire, amongst which was Rhodes. But the scheme was executed only in part, and this island was deprived of a telegraph. It would appear that the same company is now about to connect Rhodes by means of a telegraphic wire with the coast of Anotolia, and several of the islands in the Ottoman Archipelago.

I mentioned in my last year's report the erection of a building for Hospital. A doctor attached to it was sent from Constantinople, but the hospital has never been opened, and the doctor is obliged to attend all patients in their own dwellings, as he used to do, while the building was erected.

Rhodes, January 26, 1869.

UNITED STATES.

BOSTON.

Report by Mr. Consul Lousada, on the Trade and Commerce of Boston, for the Year 1867.

IN making my report on the trade and commerce within this Consulate for the past year, I do not know that I can do better than make an extract of the valuable commercial paper which the Secretary of the Boston Board of Trade has lately submitted to that body.

General Prosperity.—After reviewing the commercial history of the city during 1868 (of which presently), it says that, whatever may be the condition of particular branches of business, there would seem to be no question that the city of Boston is flourishing in a degree unequalled in previous years. The streets were never so crowded with vehicles and foot passengers; the external activities of trade were never so marked; improvements were never laid out upon so large a scale; and the means of intercourse with all parts of the world were never so complete.

Growth of Boston.—Every large city has a law of increase peculiar to itself; and it would not be judging correctly of the growth of Boston to compare it with that of other cities quite different from it in age, in situation, and in pursuits. This city is one of the oldest on the continent. Its position makes it the capital of an important section of the country, and its diversified industry has secured for its people their full share of material good. The population is on the increase,—within the city limits it has more than doubled since 1845, and, including the towns and cities comprised within the metropolitan district, it has multiplied four-fold during this period. But it is the statistics of property rather than the tables of population that would rightly show the extraordinary growth of this city.

The taxable property for 1868, as given by the assessors, was nearly 500,000,000 dollars, being about double the valuation of 1856, and 75 per cent. over that of 1862.

Five hundred manufacturing corporations and firms have their offices in Boston. The sales of merchandize amounted to more than 900,000,000 dollars, largely exceeding those of any other city in the Union, excepting New York. Trade is constantly increasing, and, to meet its necessities, entire streets are being changed from dwellings into most costly warehouses of granite and marble; new avenues are projected, additional territory is to be recovered from the water, and levies of transportation are being pushed in every direction.

The following is a correct summary of the principal building improvements carried on during the last year :—

New buildings, &c., during 1868 :

Warehouse and other buildings of brick and stone	..	..	10,492,000
Shops, stables, and frame buildings of wood	..	..	1,500,000
Church edifices	..	..	885,000
Skating rink	..	..	150,000
Railroad buildings	..	..	290,000
Buildings erected by the city	..	..	463,000
			13,780,000
Expended by the city for widening and raising the grade of streets	..	..	1,785,000
			15,565,000

This expenditure of $15\frac{1}{2}$ millions is exclusive of the new post office,—the land alone of which has cost half a million,—or the new avenue decided on by the City Council, and which will cost fully a million more.

Ocean Commerce.—The one occasion for dissatisfaction has been the condition of the ocean commerce. In addition to the serious depression of the shipping interest, and the transfer of vessels to other flags during the war, there have been local influences at work which have injured the foreign trade of this city, and especially, deprived it of the benefits of proper communication with Great Britain and the north of Europe. It has suffered from the paucity of its facilities for the movements and storage of merchandize within the city proper, from the absence of a suitable junction between the railroads and the wharves, and from other similar causes. The withdrawal of the Cunard steamers on the ground of inadequate freights was also a blow that sorely wounded Boston's vanity ; but it gave a spur to enterprise, and one effect has been the formation of a marginal freight railroad, connecting the Lowell and the other railroads of the northern part of the city with the wharves on Commercial Street,—an immense relief to traffic, which will be still more increased by the opening of a new straight street from Rowe's Wharf to Commercial Street at Eastern Avenue, to be called Atlantic Avenue, which will be 27,000 feet in length and 100 feet wide, affording means for all the railways to centralize, and to establish a union freight depôt at a point where the water is deep enough to accommodate vessels of the largest class.

Boston Harbour.—I mentioned in a former report that the condition of Boston harbour was a cause of anxiety to the public, and I am now glad to be able to state that a vast deal has been done during this year to remove the causes of complaint.

The real obstructions were rocks in the main channel near Fort Warren, with only 17 feet of water upon them at low tide, and which have caused much trouble to the shipping. One of these, called the Touser, was removed during the summer of 1867 to the depth of 23 feet at low water ; and the other, the Corwin, has since been lowered to the same level. The channel at that point is now entirely clear. To the west of Lovel's Island, also, it has been widened from 365 feet to 625 feet, and it is to be dredged to the depth of 23 feet. The upper middle bar is to be dredged without delay to the same depth, and the passage there is to be made 1,000 feet wide. A sea-wall of solid granite has been commenced on the exposed side of Gallop's Island, and a similar wall is projected, where it is greatly needed, at Long Island Head and Point Alderton. The harbour is now one of the most secure on the coast,—these improvements will render it one of the most accessible.

I now proceed to make a few general remarks on the commerce of the bygone year, after which I shall give, in alphabetical order, the list of imports and exports, and their comparison with those of 1867.

Foreign and Domestic.—The arrivals have been,—124 ships, 363 barques, 992 brigs, 6,729 schooners, 1,374 steamers : giving a total of 9,581 vessels of all nations.

Coal Trade.—The coal trade has been the largest ever known, viz., 850,000 tons, which vast quantity it required 3,000 vessels to bring ; and it is supposed over 1,000,000 tons will now be required. The 40,000 private families of the city alone use 500,000 tons annually.

Flour Trade.—The flour trade has also been the largest known, footing up about 1,500,000 barrels.

Fruit Trade.—The fruit trade (comparatively speaking) being quite surprising,—nearly 500,000 boxes of oranges, lemons, figs, and raisins.

Not only New England, but many of the western cities draw their supplies of these articles from this market. Some of the finest and fleetest vessels in the United States are employed in the trade.

Calcutta Trade.—This is declining, and gradually being absorbed by New York. Boston once had almost a monopoly of this trade, and New York was supplied from here, coastwise; but it could not be expected that such a large seat of commerce would long continue to buy from a smaller city. From 40 to 50 ships a-year constitute the remnant of this once large trade.

India Trade.—This is tolerably flourishing. No other Atlantic cities but New York has any India trade whatever, and all market from these two cities.

Cotton.—The receipts were larger than any received since 1860, being 233,000 bales, and 300,000 are expected for the present year.

Iron and Tin Trade.—The vast manufacturing and shipbuilding trade of New England draw their main supplies from this city; and these are brought over chiefly in the ships and steamers from Great Britain and the north of Europe. The various quantities will appear under their respective heads presently.

Boots and Shoes.—This single department amounts annually to 50,000,000 dollars, the average daily export being 3,000 cases; and if to this great trade were added the materials,—such as hides, skins, and leather,—probably 100,000,000 dollars would be reached annually.

Sugar and Molasses are articles of great magnitude in the business of Boston. From 32,000 hogsheads and 28,000 boxes in 1861, it has risen in 1868 to 78,000 hogsheads, 85,000 boxes, and 100,000 bags and baskets, &c.; also 65,000 hogsheads of molasses,—the whole requiring the services of 500 vessels.

Wool Trade.—300,000 bales of foreign and domestic received in 1868 an increase, since 1858, of 500 per cent. No department has made such strides. Boston has the largest and finest wool warehouses in the country, and some of the oldest and most experienced merchants engaged in this trade. It is claimed that nothing can hinder its growth in this "its proper metropolis."

Having thus hastily glanced at some of the leading departments of business in Boston, it will be seen that, save in one or two only, like the Calcutta, they nearly all show a great increase, with prospects of still further growth and extension.

To resume, the annual sales of this port may be set down at 1,000,000,000 dollars, the assessed valuation at 500,000,000, with 50,000,000 of banking capital; and the population, including suburbs, at 250,000.

Finances of Massachusetts.—I have, in a previous Report, adverted to the high estimation in which the State bonds of Massachusetts are held, the Five per Cent. Gold, bearing interest, being quoted at 125; whereas the Six per Cent. United States' Bonds are only 109. The whole debt amounts to about 28,000,000 dollars, being a net increase, in three years, of the aggregate funded and unfunded debt of 45,000,000; but the available assets applicable to its redemption have also proportionably accumulated, so that in a strictly financial view the pecuniary condition of the Commonwealth has rarely, if ever, exhibited a more gratifying and creditable aspect. 6,000,000 dollars of liabilities were paid during 1868, whilst the payment at maturity of the entire funded loan is fully secured by well-endowed sinking funds, which, with their legitimate accumulations, will be ample for the purpose, without the unwelcome contingency of additional taxation.

There are seventeen sinking and trust funds of the State, having

assets amounting to more than 12,000,000 dollars, of a market value of nearly 14,000,000 dollars. It was not therefore an empty boast that the Governor of Massachusetts made on relinquishing his term of office, when he remarked "that every citizen of Massachusetts may justly cherish pride in its financial credit at home and abroad."

The only notable financial features have been a State loan to the Hartford and Erie Railroad, and a final contract for the piercing the Hovsae Tunnel. It is expected that both these enterprises, when completed, will add very largely to the commerce and prosperity of the State.

I now proceed to give the particulars of imports and exports, for the purpose of reference.

Ashes.—The highest and lowest prices have been as follows :—

Year.				Pots.		Pearls.	
				c.	c.	c.	c.
1868	..	..	..	8½	to 9½	9½	to 12
1867	..	..	..	8¼	„ 10½	11	„ 14

The exports in 1868 were 43 casks, against 747 casks in 1867.
The receipts have been—

						Casks.
1868	..	..	..	..	..	3,646
1867	..	..	..	..	..	3,939

Coffee.—Prices have been—

Year.				St. Domingo and Cape		Java.	
				c.	c.	c.	c.
1868	..	..	...	19	to 22	31	to 37
1867	..	..	..	21	„ 25	34	„ 36

Stock on hand, December 31, 1868 :—

Year.				Bags.	Pockets.
1868	..	..	..	39,602	10,339
1867	..	..	..	7,071	6,500

The imports, calling two pockets of Java equal to one bag :—

	1868.	1867.
	Bags.	Bags.
East India	47,388	21,772
Hayti	19,792	16,756
Rio Janerio	2,500	..
Manilla	2,137	75
Other foreign ports ..	1,826	2,059
Coastwise	1,454	8,939
Total	75,097	49,601

The exports of foreign and coastwise :—

Year.	Foreign.	Coastwise.
1868	13,253	7,152
1867	2,310	10,376

Cotton.—The market for cotton opened at low prices early in the year, middling ranging from 16 to 17 cents per lb. for Upland and Gulf, but with a great demand from manufacturers, speculators, and exporters. There was a steady advance from January to May, the sales the last of April having been made at 33 to 34 cents per lb., just double the opening prices. In May, June, and July there was very little variation with sales, principally from 31 to 32 cents per lb.; but from August to December the tendency was gradually downward, the current prices ranging from 23 $\frac{3}{4}$ to 25 cents. In December the market rallied again, closing from 26 to 26 $\frac{1}{2}$ cents per lb. for middling.

Total number of bales received :—

1863	233,262
1867	230,456

Fish.—The mackerel fishery has been a comparative failure the past season, and the annual returns of the catch will show a large falling off. The highest and lowest prices have been as follows :—

Year.	No. 1.	No. 2.	No. 3.
	\$ c. \$	\$ c. \$ c.	\$ c. \$ c.
1868	14 50 to 20	13 50 to 20 00	7 00 to 13 00
1867	13 00 „ 21	10 00 „ 16 50	7 50 „ 14 50

The imports from the provinces have been—

	Barrels.
1868	22,533
1867	41,118

The imports of other kinds of fish from the provinces have been—

	Barrels.
1868	112,454
1867	116,270

The exports have been—

	Barrels.
1868	233,897
1867	308,423

Flour.—The flour trade has failed to realize the expectations sustained early in the year, and the business in this staple has dragged along without much life or activity. The opening prices in January last were from 8 dollars 75 cents to 9 dollars 25 cents for western superfine, and 9 dollars 75 cents to 10 dollars 50 cents for common extras; 11 to 12 dollars for medium extras and bakers' brands; 13 dollars 50 cents to 15 dollars for white wheat—Ohio, Indiana, and Michigan; and 14 to 17 dollars for good and favourite brands—Illinois and St Louis; but the comparatively small supply of wheat at home and abroad led the trade to expect the extreme high prices obtained the year before the season closed, viz., from 17 to 21 dollars for choice brands—Michigan, Illinois,

and St. Louis—which were realized in May 1867. The export, however, failed to come up to expectations, and supplies proved to be quite equal to the wants of the market.

Instead of extreme high prices, the market, from January to May, scarcely varied; and in June, July, and August, with favourable crop prospects, there was a decline of 1 dollar 50 cents to 2 dollars per barrel.

The best St. Louis brands, selling early in September at 14 dollars to 14 dollars 50 cents, and the best Michigan at 12 dollars to 12 dollars 50 cents per barrel.

The lowest and highest prices of western extra, including choice brands of St. Louis, have been—

						\$	\$
1868	..	..	..	..	..	6 to	17
1867	..	..	..	..	..	9	21

The receipts show an increase of 64,855 barrels over last year. The total stock now in store amounts to 280,000, against 293,076 in 1867.

The total arrivals have been—

					Barrels.
1868	..	..	..	..	1,467,681
1867	..	..	..	..	1,402,826

Grain.—Corn has been quite uniform in prices during the year, ruling highest in January last, when 1 dollar 35 cents to 1 dollar 40 cents per bushel was obtained for Western mixed and Southern yellow. Prices generally declined from January to July, yellow selling in July at 1 dollar 15 cents to 1 dollar 20 cents, and mixed at 1 dollar 10 cents to 1 dollar 15 cents per bushel. New corn has been arriving quite freely for some weeks past from the south and south-west, the sales ranging from 95 cents to 1 dollar 25 cents, according to quality; and closing prices of new are 95 cents to 1 dollar for white, 1 dollar to 1 dollar 5 cents for Western mixed, and 1 dollar 5 cents to 1 dollar 8 cents for Southern yellow.

The highest and lowest prices have been—

					\$	c.	\$	c.
1868	..	..	..	..	0	95 to	1	42
1867	..	..	..	..	1	10	1	65

Barley has been sold from 1 dollar 50 cents to 2 dollars 50 cents per bushel, late transactions ranging from 1 dollar 90 cents to 2 dollars 25 cents per bushel, Canada East and West. Last year prices ranged from 1 dollar 12 cents to 2 dollars.

The highest and lowest prices for oats and rye have been—

Year.					Oats.		Rye.			
					c.	c.	\$	c.	\$	c.
1868	..	..	..	..	70 to	100	1	50 to	2	50
1867	..	..	..	..	65	95	1	25	1	85

Receipts of corn and oats have been—

Year.					Corn.	Oats.
					Bushe's.	Bushe's.
1868	..	..	..	..	2,470,148	1,294,446
1867	..	..	..	..	2,361,313	1,411,176

Receipts of rye and shorts have been—

Year				Rye.	Shorts.
				Bushels.	Bushels.
1868	..	..	..	27,714	646,355
1867	..	..	..	24,311	572,492

Receipts of wheat and barley have been—

Year.				Wheat.	Barley.
				Bushels.	Bushels.
1868	..	..	..	165,240	212,167
1867	..	..	..	159,421	317,911

Gunny Cloth.—Active speculative movements in this article commenced in February, at prices ranging from $17\frac{3}{4}$ to 19 cents currency, and $7\frac{1}{4}$ to $7\frac{1}{2}$ cents gold in bond; but there was a rapid advance in March and April, prices reaching at the close of April from $22\frac{1}{2}$ to 23 cents currency, and $9\frac{1}{2}$ to 10 cents in gold in bond, some 2,500 bales changing hands. This advance, however, was not sustained; and in May the article was dull, and prices settled down to $21\frac{1}{8}$ to 22 cents currency, and $8\frac{3}{4}$ to 9 cents in gold in bond; but in June and July 8,000 bales were bought up, mostly on speculation, at $9\frac{1}{4}$ to $9\frac{5}{8}$ cents in gold in bond.

For the past five months the business has been confined to a limited demand for consumption, and prices have steadily declined, recent sales, from $17\frac{1}{2}$ to $18\frac{1}{4}$ cents, being the lowest of the year. The prospects of the trade the coming year are not very encouraging. Almost the entire hemp crop of the West is now used for bagging purposes, which, with a new article called flag bagging, made from a material heretofore considered almost useless, and the bagging manufactured in Salem and New York, from jute butts, it is believed that the supply of domestic will be sufficiently large to interfere materially with the consumption of gunny cloth at present cost of importation. Domestic bagging is also preferred on account of its weight. With cotton at 20 to 25 cents per lb., and no tare on account of bagging, heavy bagging is much more profitable for planters. The highest prices of gunny cloth have been—

					c.	c.
1868	..	..	..	..	$17\frac{1}{2}$	to 23
1867	..	..	..	..	$18\frac{1}{4}$	„ 25

The imports have been—

Year.				At Boston.	Other Ports.
				Bales.	Bales.
1868	..	..	..	842	7,200
1867	..	..	..	25,368	19,265

Gunny Bags.—This article has been very dull throughout the year. The highest and lowest prices have been—

1868	..	..	..	..	c.	c.
1867	..	..	..	..	16½ to 19	17½ „ 23½

The imports have been—

Year.					At Boston.	Other Ports.
					Bales.	Bales.
1868	..	..	..	..	4,590	5,497
1867	..	..	..	..	19,879	19,788

Hemp.—The sales of American hemp during the year have been confined to retail lots. The stock on December 31 was 700 bales, against 260 bales in 1867. The highest and lowest prices have been—

Year.					Undressed.	Dressed.
					\$	\$
1868	..	..	..	..	200 to 250	300 to 375
1867	..	..	..	..	195 „ 200	325 „ 360

In Russian hemp scarcely anything has been done, some few sales having been made at 250 dollars per ton, gold, equal to 350 and 360 dollars currency. The stock is 650 tons, against 650 tons last year. Manilla hemp has been sold exclusively for gold, and prices have ranged from 9¼ to 12 cents, equal to 13⅝ to 17½ cents currency, the principal transaction having been at 10½ to 11 cents per lb. The stock at Manilla, December 31, has been—

Year.					First and Second Hands.	Manufactures.
					Bales.	Bales.
1868	..	..	..	..	4,300	9,000
1867	..	..	..	..	..	6,800

The highest and lowest prices of Manilla and Russian hemp have been—

Year.					Manilla, Per Lb.	Russia, Clear, Per Ton.
					c.	c.
1868	..	..	..	..	13⅝ to 17½	\$ 350 to 360
1867	..	..	..	..	14 „ 17½	\$ 310 „ 360

Jute has been sold during the year from 100 to 145 dollars per ton, gold, mostly from 5½ to 6 cents per lb., equal to 138 to 193 dollars per ton currency. The highest and lowest prices have been—

Year				Jute, per Ton.
				\$ \$
1868	..	..	..	138 to 193
1867	..	..	..	150 „ 175

The imports have been—

		Tons.	Bales.
From Russia	.. ..	690	..
„ Manilla	.. ..	..	42,957
„ Calcutta	.. ..	..	10,025
„ Rotterdam	.. ..	..	100
„ Other places	.. ..	..	16,230
Total in 1868	.. ..	690	69,312
„ 1867	.. ..	1,760	61,378

Hides.—The hide trade has been active during the year, and very full prices have been obtained, all arriving finding a ready sale. The principal transactions in Buenos Ayres and Rio Grande have been from 21 to 22½ cents gold. The bulk of the sales for some months past have been made to arrive at these prices, but at the close 23¼ cents gold has been paid for Buenos Ayres. Western and Southern hides have been sold from 18 to 23 cents. Prices have been—

						c.	c.
1868	..	..	..	..	..	26½	to 32
1867	..	..	..	..	..	26½	„ 30

The imports have been—

Year.	Bales.	Number.
1868	1,208	870,916
1867	4,611	867,899

The imports of goat-skins have been—

Year.	Bales.	Number.
1868	3,690	1,041
1867	7,309	6,000

The stock of Calcutta goat-skins, in first hands, is 204 bales, against 1,910 bales in 1867.

Iron.—The highest and lowest prices of Scotch pig iron have been—

					\$	\$
1868	..	..	..	..	39	to 45
1867	..	..	..	..	40	„ 55

The range of prices of English bar iron have been—

Year.	Common.	Refined.
	\$	\$
1868	85 to 95	95 to 105
1867	85 „ 110	95 „ 120

The imports have been from—

	Bars.	Tons.
Russia and Sweden	175,940	10,975
Great Britain	607,695	1,601
Coastwise	146,045	1,997

Lead.—Pig lead has been quite steady and uniform during the year the sales ranging from $6\frac{3}{8}$ to $6\frac{5}{8}$ cents gold. The highest and lowest prices have been—

1868	\$ 8 to 9 25
1867	2 „ 9 75

The imports of the year, foreign and coastwise, including 47,624 pigs, foreign, have been—

1868	Pigs. 81,767
1867	60,828

Molasses.—The molasses trade has been dull throughout the year. The demand for distilling purposes has been limited, in consequence of the internal revenue laws prohibiting the export of rum a portion of the year. As the restrictions are now removed, and the distillers again in full operation, there is likely to be a much larger trade the coming year. The highest and lowest prices of Cienfeugos and Cuba Muscovado have been—

1868	c. 40 to 58 per gallon
1867	44 „ 56 „

The imports have been—

	Hogsheads.	Tierces.	Barrels.
Foreign	2,030	221	825
Coastwise	11,568	395	10,406
	13,598	616	11,231

Oil—The highest and lowest prices have been—

1868	\$ 0 90 to 1 25 per gallon
1867	1 00 „ 1 40 „

The amount of sperm and whale oil imported into the United States, during the past two years, has been as follows:—

Year.	Sperm.	Whale.
	Barrels.	Barrels.
1868	48,625	68,169
1867	43,433	89,289

The whaling fleet from New Bedford and other ports within this Consulate consists of 315 vessels, with a tonnage of about 70,000 tons.

Petroleum.—The market for petroleum has ruled lower than any previous year, and prices have been rather unsatisfactory, the current rate in leading markets scarcely paying cost of production. At the same time the consumption has rapidly increased, and the exports from the country have largely exceeded those of any previous year.

The production of the past year has been about 4,000,000 barrels, and the exports have been 97,066,971 gallons. From January to April prices ranged from 38 to 48 cents per gallon, but on the removal of the tax in April prices immediately declined 10 cents per gallon, the full amount of the tax. The highest and lowest prices have been—

Year.				Crude.		Refined.	
				c.	c.	c.	c.
1868	..	..	..	14½	to 19	30	to 48
1867	..	..	..	16	„ 23	36	„ 57

The exports from the country during the year have been—

					Gallons.
From Boston	..	..	..	..	2,410,114
„ New York	..	..	..	..	52,610,387
„ Philadelphia	..	..	..	..	38,484,156
„ Baltimore	..	..	..	..	2,587,207
„ Portland	..	..	..	..	705,107
„ Cleveland	..	..	..	..	270,000
Total in 1868					97,066,971
„ 1867					66,244,826

Salt.—The imports have been—

					Bushels.
From England	..	..	..	..	357,222
„ Sicily	..	..	..	..	52,470
„ Spain	..	..	..	..	119,545
„ Dutch West Indies	..	..	..	..	24,435
„ British West Indies	..	..	..	..	288,943
„ Hayti and St. Domingo	..	..	..	..	7,237
„ Spanish possessions	..	..	..	..	12,612
„ Dominion of Canada	..	..	..	..	45,260
„ Portuguese possessions	..	..	..	..	3,040
„ British possessions	..	..	..	..	2,143
Total in 1868					912,847
„ 1867					1,557,861

Saltpetre.—The imports of saltpetre have been—

				Bags.
Into Boston from Calcutta	..	..	..	11,614
„ New York	..	..	..	18,770
Total Imports				30,384

The extensive use of nitrate of soda in the manufacture of the common grades of powder has materially reduced the consumption of saltpetre; and it is estimated to have been, for the year, over 30,000 bags. Prices have rated very uniform, varying from 7 to 7½ cents per lb. gold, and 10 to 11 cents per lb. currency.

Comparative statement of imports and stocks have been—

	1868.	1867.
	Bags.	Bags.
Into Boston	11,614	15,423
„ New York	18,770	15,424
„ Philadelphia and other ports ..	..	..
Total	30,384	30,852

The quantity on the way to last date (November 10) from Calcutta is 8,965 bags, and the quantity loading at the same time was 8,055 bags.

Linseed.—Prices of linseed ruled highest early in the year, large speculative purchases having been made in January, February, and March on the spot, and to arrive at 2 dollars 15 cents to 2 dollars 41 cents gold, upwards of 200,000 bags having been sold. The highest and lowest prices have been—

	\$	c.	\$	c.	
1868	2	75	3	40	per bushel
1867	2	70	3	65	„

The imports into Boston, allowing six pockets to a bag, have been—

	Bags.
1868	202,989
1867	265,551

The entire imports into the United States, in 1868, have been—

	Bags.
At Boston, from Calcutta	202,989
At New York, from Calcutta	443,889
„ „ Bombay	33,285
Total Imports in 1868	680,163

The comparative imports into the country have been—

	Bags.
1868	680,163
1867	690,110

Sugar.—Prices of sugar have ruled comparatively high during the year, but the business on the whole has been rather unsatisfactory to both importers and refiners, especially near the close, the market having been quite depressed for some two months past. Fair to good refining opened in January last at $11\frac{1}{2}$ to $11\frac{3}{4}$ cents per lb.; but with a good demand through January prices advanced to $12\frac{1}{2}$ to $12\frac{3}{4}$ cents early in February, the highest prices obtained during the year. From this point prices soon receded, fair to good refining having been sold in September at $10\frac{1}{2}$ to $10\frac{3}{4}$ cents, but the bulk of the sales since March last have been from 11 to $11\frac{3}{4}$ cents per lb.

The imports have been—

	Hogsheads and Casks.	Barrels.	Bags.	Boxes.
Foreign	74,448	3,579	100,129	76,020
Coastwise	3,162	20,079	..	8,840
	77,610	23,658	100,129	84,860

The exports have been—

Year.	Boxes.	Hogsheads.	Barrels.	Bags.
1868	501	7	3,747	..
1867	957	29	3,731	..

Tin.—The imports have been—

Year.	Tin Slabs.	Tin Plates, Boxes.
1868	47,647	95,158
1867	11,592	100,874

Tobacco.—The imports have been—

Year.	Hogsheads.	Bales and Cases	Boxes and Kegs.
1868	1,913	207	3,794
1867	2,847	228	50,607

The exports have been—

Year.	Hogsheads.	Bales and Cases.	Boxes and Kegs.
1868	1,401	8,207	4,473
1867	1,965	9,684	9,057

Wool.—In reference to the receipts of wool, it will be seen that the trade in this staple is steadily increasing. The year just closed has been on the whole a very satisfactory one. Manufacturers have found a market for their goods at more remunerative prices than for some previous years, and receivers of wool have been able to obtain a fair advance as the season progressed. The prices have been—

1868	c.
1867	35 to 70
	32 „ 80

The receipts have been—

1868	Bales
1867	236,970
	196,431

Prices of Canada have been comparatively uniform, ranging from 62 to 75 cents per lb., the principal sales having been at 65 to 70 cents, but ruling for some months past from 70 to 75 cents. The receipts of Canada have been small, as manufacturers have lately been able to supply themselves with domestic at a less price.

The stocks of domestic, however, are now nearly exhausted, and supplies of foreign will be wanted at full prices. Besides the quantity received by manufacturers direct, 550,000 lbs. Canada were sold from January to July, The range of prices, in 1867, were from 60 to 75 cents

per lb. The demand for foreign wool has been quite limited during the year, and confined mostly to coarse carpet descriptions.

The imports of foreign wool have been—

							Bales.
1868	..	..	..	..	..	..	17,418
1867	..	..	..	..	..	..	23,994

Gold.—The fluctuations of the premium in gold have been from 133 $\frac{3}{8}$ to 145 $\frac{3}{8}$ dollars, but latterly it has been pretty steady at about 135 to 136 dollars.

Specie.—The exports have been—

							\$
1868	..	..	..	..	..	..	15,367
1867	..	..	..	..	..	..	400,933

Consular Convention.—I have again to submit to your Lordship's notice the manifold difficulties that arise from want of a proper Consular Convention, rendering the Consuls almost impotent in the settlement of difficulties between masters and their crews, and throwing such matters entirely into the hands of lawyers who make a business of fomenting litigation, to the detriment and expense of the vessels.

Reciprocity.—The termination of the Reciprocity Treaty has worked very disadvantageously for several of the British Provincial products, many of which, under the present high Tariff, are now entirely excluded. However, it seems that the subject is under the consideration of both Governments, and consequently hopes are entertained of a favourable solution.

Steamers to Halifax and St. John's, Newfoundland.—A line of steamers from here to Halifax and St. John's, Newfoundland, the want of which has been much felt, has been supplied by Messrs. Inman and Company. The steamer "City of Halifax," of 769 gross tonnage, 523 tons register, brig rigged, and very elegantly fitted up, is to be the pioneer vessel; others of a similar class are to follow—at present in monthly trips only, but it is expected that later it will be in fortnightly and eventually in weekly trips.

Musical Festival.—I scarcely know if a notice of this is in place, but it is so singular, and on such a stupendous scale, that I will risk mentioning it. A project has been put on foot to celebrate the restoration of the Union by a "Peace Festival," to be held next July in a building which is to be erected expressly for the purpose on the "Common" or Park, capable of holding with ease 120,000 spectators. Besides these, the principal voices are to number 10,000, the choruses are to be 20,000, and the instruments 12,000, gathered from all the chief cities of the Union. It is to last three or four days, and the subscriptions already promised are more than sufficient to insure the accomplishment of this gigantic scheme.

Boston, February 8, 1869.

COMMERCIAL REPORTS

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HER MAJESTY'S CONSULS,

IN 1869.

JUNE.

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BRAZIL.

PARÁ.

Report by Mr. Consul Drummond-Hay on the Trade and Commerce of Pará, for the Year 1868.

SHIPPING AND NAVIGATION.

THE number of vessels which have visited this port during the past year has not been so great as in the preceding years, though the aggregate tonnage both of British and foreign shipping is larger, as is shown by the subjoined Table:—

Years.	British Shipping.			Foreign Shipping.			Total		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
1866... ..	69	17,436	801	63	34,198	1,352	139	52,163	2,153
1867... ..	71	16,081	734	89	42,717	1,717	160	58,798	2,451
1868... ..	63	17,289	807	67	43,497	1,800	130	60,786	1,607

The tonnage of foreign vessels considerably exceeds that of British shipping, as in the former are included the tonnage of 12 large American steamers which arrived at this port during the year, with cargoes from New York, on their way to the southern ports of Brazil.

Direct communication by steamer with Lisbon and Liverpool is still continued by three Liverpool screw-steamers, which made eight voyages during the year. Another Company, established at that same port, have published a notice of their intention to run a new line of steamers to and from Pará, calling at Maranhão, Ceará, and Lisbon. The first steamer of this new Company is expected to arrive in the early months of this year.

COASTING TRADE.

The number of vessels employed in the coasting trade in the year 1868 is as follows:—

	Vessels.	Tonnage.
Brazilian	59	27,960
United States	23	23,366
French	3	521
Prussian	4	704
Danish	3	462
British	1	146
Portuguese	1	254
Total	94	58,413

The privilege which was conceded to foreign vessels to engage in the coasting trade of Brazil in 1866 has by a recent decree, been prolonged to the 31st of December, 1869.

LIGHTHOUSES, BUOYS, AND LIGHTS.

The Salinas Lighthouse on the Atalaia point on the southern side of the mouth of the Amazon, or, more properly, the Pará River, has been described in previous Reports. That light continues to burn regularly.

In June 1867, the Government caused two buoys to be placed marking the extent of the banks on either side of the entrance to this river, a white buoy marking the Braganza bank, and a red buoy that of Tijoca on the opposite side; and in November 1868, a light-ship was anchored off the bend of the Braganza bank. The position of the light-ship was subsequently altered, and its present position and the description of the ship was thus officially announced:—

“The position of the light-ship, as announced on the 2nd of January, 1869, having been changed, that light-ship is now anchored in 15 fathoms of water, over a bottom of fine sand to the north of the bend of the Braganza bank, and about a mile and a half from the termination of its slope. The point of the island of Tijoca bearing south-east 13°, and Caruca Point south-east 45°; in latitude, south, 33' 27'', and longitude west of Greenwich, 47° 40' 47''.

“Vessels arriving from the east should, on bearing direct east and west, from and with the said light-ship, steer west passing to the north of the light-ship, and as soon as that ship is passed, should steer south-west.

“This light-ship, having been destined by the Imperial Government to be placed as above described, is built of iron, is 80 feet long, 20 feet beam, 10 feet depth, and draft 7 feet. From the centre of the vessel rises a mast on which a lantern is hoisted containing an apparatus, or light, arranged after the catoptric system, consisting of nine balancing lamps, with as many silvered reflectors, disposed in groups of three lamps. This machinery is made to revolve, performing a complete revolution in five minutes, with an eclipse of five seconds each. The focus is thirty feet above the water-line; the light is brilliant, and can generally be seen at a distance of eight miles.”

TRADE AND COMMERCE.

Notwithstanding a continued fluctuation in the value of the currency, with a general tendency to depreciation, the trade of Pará in the year 1868 shows an increase over that of the preceding years, not only in value, but also in the quantity of produce exported.

The average official value of exports for the four years ended in 1867 was 7,748 contos of reis, whereas this year's export amounts to 11,227 contos.

The following Table gives the total value of exports during the last three years:—

				In Currency.	Average Exchange.	In Sterling.
						£
1866 ..	..	..	..	7,384:000\$	26d. to the milreis	799,983
1867 ..	..	..	..	9,494:000\$	23d. "	909,840
1868 ..	..	..	..	11,227:000\$	20d. "	935,988

Whereof the value exported to Great Britain—

				In Currency.	Average Exchange.	In Sterling.
						£
1866	..	..	..	2.280:000\$	26 <i>d.</i> to the milreis	312,085
1867	..	..	..	3.250:000\$	23 <i>d.</i> "	311,548
186	..	..	..	4.491:500\$	20 <i>d.</i> "	378,291

TABLE giving the Quantities and Value of the Principal Products exported from Pará in the three Years ending 1868.

Articles.	Year.	To England.		Total Exported.		Average Exchange Per Milreis.	Equivalent Total in Sterling.
		Quantities.	Value.	Quantities.	Value.		
Rubber	1866	149,880 arrobas	Milreis. 2,690,747\$	291,091 arrobas	Milreis. 5,521,853\$	d.	£
	1867	149,228 "	2,889,725\$	301,170 "	5,937,441\$	26	598,200
	1868	181,219 "	4,195,323\$	334,974 "	8,003,554\$	23	569,004
Cacao	1866	717 arrobas	6,222\$	94,966 arrobas	811,622\$	26	87,925
	1867	5,325 "	33,453\$	366,828 "	2,174,928\$	23	208,431
	1868	311 "	2,271\$	196,675 "	1,401,270\$	20	116,772
Nuts	1866	7,505 alquieres	41,343\$	24,574 alquieres	143,769\$	26	16,116
	1867	39,231 "	140,243\$	122,198 "	465,166\$	23	44,579
	1868	21,878 "	83,543\$	55,299 "	224,768\$	20	18,780
Hides and skins	1866	"	"	"	351,848\$	26	38,116
	1867	"	"	"	382,443\$	23	36,650
	1868	"	26,894\$	"	422,844\$	26	35,195
Cotton	1866	1,309 arrobas	20,945\$	7,760 arrobas	132,300\$	26	14,332
	1867	1,812 "	23,615\$	4,818 "	56,077\$	23	5,375
	1868	2,291 "	24,694\$	5,797 "	65,792\$	20	5,482
Balsam copaiba	1866	56,755 lbs.	28,139\$	162,730 lbs.	80,306\$	26	8,699
	1867	47,539 "	24,282\$	142,766 "	72,194\$	23	6,919
	1868	53,473 "	32,689\$	171,858 "	109,996\$	20	9,166

The importance of the export trade of Pará is yearly shown in the constantly increasing quantities and value exported. The increase in 1868 occurs in rubber, hides, cotton, capivy, and other articles, such as isinglass, rice, sugar, cloves, &c.

Cacao-nuts, sarsaparilla, and anatto show a decrease both in quantity and value, especially in the two former, caused by a failure of the crops.

Hides have hitherto been almost exclusively exported to the United States, but in 1868 appear to have been exported to Great Britain to the value of 2,241*l*.

Companies are now being formed for the steam navigation of the rivers, which have their source in Bolivia and other countries of the interior of this continent. For this service, steamers have been ordered from England and the United States, and a gradual and continued increase of produce exported may yearly be looked for.

The following Table shows the value of the produce exported from Para in the years 1864 to 1868 :—

	Official Value of Exports.	Increase.
1864	6.279:254\$	..
1865	6.882:992\$	603:738\$
1866	7.906:990\$	1.023:998\$
1867	9.926:912\$	2.019:922\$
1868	11.227:174\$	1.300:262\$
	42.223:332\$	4.947:820\$

IMPORTS.

The import trade of Pará also shows that the commerce of the port and the demand for foreign goods is constantly on the increase.

The subjoined Table gives the total value of imports during the year 1866-67 and 1868 :—

	Currency.	Average Exchange.	Sterling.
			£
1866	4.711:000\$	26 <i>d</i> . per Milreis	510,400
1867	6.254:000\$	23 <i>d</i> . „	599,416
1868	6.529:000\$	20 <i>d</i> . „	544,116

The principal imports were mentioned in my Report for the year 1866.

Had it not been for the uncertainty thrown over mercantile operations by fluctuations in the currency, caused principally by the war in which Brazil is still engaged, the value of the imports in 1868 would no doubt have shown in that year an increase equal to that of 1867

Market prices of produce :—

Articles.	1866.	1868.
Rubber, fine per arroba	19\$000 to 21\$000	20\$000 to 30\$000
„ other qualities ..	12\$000 „ 17\$000	17\$000 „ 20\$000
Cacao	9\$200	7\$000
Cotton	15\$000	8\$500 to 14\$000
Isinglass	30\$000	31\$000 „ 35\$000
Anatto	8\$000	7\$ ordinary, 25\$ fine
Rice per alquiere	1\$000 to 2\$800	2\$000 to 3\$000
Nuts	6\$000	3\$500 „ 6\$200

Exchange.—The fluctuations of exchange on London during 1868 is as follows :—

				Highest Per Milreis.	Lowest Per Milreis.
				<i>d.</i>	<i>d.</i>
January	..	..		21½	18
February	..	..		16¾	16¾
March	..	..		21	14½
April	..	..		21	19
May	..	..		21	19½
June	..	..		19¾	18½
July	..	..		18¾	17¾
August	..	..		18¼	17½
September	..	..		19½	17½
October	..	..		19¾	19½
November	..	..		19¾	19¼
December	..	..		19	17½

Freight.—The rates of freight to England during the year has varied from 40s. to 45s. per ton, and 5 per cent. primage.

PUBLIC WORKS.

The attention of the Provincial Government is at the present moment directed to the building of a palace and a theatre, the former of which has already been commenced, and plans of the latter have been called for. The stone wharf, which affords considerable accommodation for the loading and discharge of ships, is also being lengthened, but the facilities for these operations are yet insufficient as most ships have to discharge and receive their cargoes by means of lighters. No pier exists to which vessels, except those of small draft, can be brought, and much property is thus injured, particularly during the rainy season by the want of the ordinary accommodation of a commercial port. Repeated representations by the merchants of Pará have, I understand, been made to the Imperial Government on this subject, but as yet without effect.

Pará, February 12, 1869.

CHILE.

COQUIMBO.

*Report by Mr. Consul Gollan on the Trade and Commerce of Coquimbo,
for the Year 1868.*

IN the Report which I had the honour of transmitting last year, I expressed the opinion that a continued depreciation in the value of copper in the European markets would have a most prejudicial effect upon the commerce of this place; I regret to say that my fears have been realized, for the price of that article throughout the year not only left very little margin of profit to the producer, but no security was felt against a further decline, and in consequence nothing but complaints reach me as to the position of almost every branch of trade. People also fear that things will get still worse before they can improve, and if so, the shareholders of the Panulcillo Copper Company need not look for a dividend for some time to come, as I understand that at present prices even their transactions for the past year show a loss. Indeed, I do not think I overstep the bounds of prudence in mentioning that the position of that company is, to say the least, precarious, and it is generally supposed here that nothing but an advance in prices can enable them to continue their operations for any length of time.

I now proceed to give the statistics of the year.

TRADE AND COMMERCE.

Imports.—About 100,000 tons of coals were imported during the year; of this quantity it may be estimated that 65,000 tons were Chilean, and 35,000 tons were English, 10,000 tons: amounting altogether to a value of 170,000*l.* sterling.

An import duty of 1 dollar and 20 cents, or about 4*s.* 6*d.*, is levied upon English coals; Chilean coal is introduced free.

The other articles of import required for the consumption of the province have, as usual, been supplied from Valparaiso.

Exports.—The exports during the twelve months have been as follows:—

Articles.	Quantities.	Value.
	Tons.	£
Bar, copper	11,263	750,000
Copper, regulus	6,000	150,000
Total	17,263	900,000

With reference to the export trade, an important alteration has been made in the Tariff, which is to come into operation on the 1st of January, 1869, and by it the export duty is reduced one-third, thus:—

	Bar Copper.	Regulus.	Ore.
	Cents.	Cents.	Cents.
Old duty (per quintal of 100 lbs.) ..	90	65	30
New " " " " ..	60	40	20

Which upon such a valuable article as copper will be a very considerable benefit to the miner and smelter. No other change in the Tariff has taken place.

I mentioned last year that the National Bank of Chili had established a branch at Serena (the capital of this province, and about nine miles distant from the port of Coquimbo), and since then the Bank of Valparaiso has also started an agency there. All these facilities will be advantageous.

I can scarcely give exact quotations for the exchange during the year, as the above-mentioned branch banks do not draw direct upon England, and the exchange transactions of the different smelting establishments are negotiated at Valparaiso, but 46 pence may be taken as about the average value of the Chilean dollar.

SHIPPING AND NAVIGATION.

A considerable falling-off in shipping has been experienced in 1868, the arrivals of British ships in that period, as compared with 1867 being as follows :—

	Vessels.	Tons.
In 1867	111	53,672
„ 1868	77	38,200
Decrease	34	15,672

This is partially accounted for, as the steamers of the Pacific Company (which are not included in the above figures) call here more frequently, besides which a steamer under the American flag has plied regularly between Coronel (the Chilean coal port) and Coquimbo, and a large amount of freight has thus been withdrawn from sailing ships.

A lighthouse has been erected on Tortuga Point at the entrance of the Bay, and I have taken the necessary steps to have the particulars inserted in the Sailing Directions for this coast.

In the month of August last, the Bays of Coquimbo and Herradura were accurately surveyed by Captain Richard C. Mayne, C.B., of Her Majesty's ship "Nassau," and doubtless new charts of the survey will soon be published.

I am glad to say that no British ship was wrecked within this Consular district during the past year. On the 13th of August, however, the celebrated earthquake wave which swept along this coast, entered the bay and caused the collision of two English vessels, but the prompt assistance lent by Her Majesty's ships of war then in port, prevented any serious damage from taking place.

AGRICULTURE.

Up to the end of August no rain fell here, and it was consequently feared that the crops would have been entirely lost, but two or three heavy showers in September changed the aspect of things, and it is now

said that 1868 has been the best year in this respect for the last ten. The agricultural production of the province is, however, not nearly sufficient for the consumption, and large quantities of grain and flour have to be imported from the south of Chile.

POPULATION AND INDUSTRIES.

Under this head I may mention that Mr. Hamilton, the late manager of the Panulcillo Copper Company, who has become possessed of a large mine about 70 miles inland, is now erecting extensive machinery for the purpose of crushing the ore, which he intends afterwards to wash up to 30 or 35 per cent. He is very energetic, has spared no expense to give the experiment a fair chance, and it is generally believed that he will be very successful. If so, a healthy stimulus will be given to mining, for many mines in the interior would thus be able to utilize the ores which at present are not worth the carriage to the coast.

The Coquimbo Railway Company meditate an early extension of their line to Ovalle, which will be a great advantage to that part of the country.

The financial position of the Tongoy Railway has, I understand, improved a little, but it started under so many difficulties, that I fear it will be a long time before it can pay. The shares are now at 50 per cent. discount.

GENERAL REMARKS.

In concluding this Report, I may allude to the general impression throughout this country that the Spanish difficulty is settled, as far as active hostilities are concerned; a little uneasiness is, however, felt in consequence of some serious charges, which, apparently for political purposes, have been brought against the Supreme Court in Santiago; otherwise the country is quiet, and enjoys a very favourable position in comparison with the other Republics of South America. and if the copper market would only improve, Chile would soon again become what it has always hitherto been, an advantageous field for the enterprise of British capitalists.

Coquimbo, Dec. 31, 1868.

COSTA RICA.

SAN JOSE.

Report by Mr. Consul Wallis on the Trade of Costa Rica for the Year 1868.

THE coffee exports of this year have been the largest ever known here, exceeding 200,000 quintals, or 8,930 tons—800 tons more than in the preceding year, and 3,600 tons in excess of the average yield of the past six years. The reduction in the price of this article, of nearly 30 per cent., was not therefore so sensibly felt by the country as would have been the case had the crop been small. The value of the crop may be estimated at 10,000,000 dollars, and the cost of production at 5,000,000, or at the rate of 5 dollars per quintal.

Other exports—consisting of hides, deer-skins, cedar, pearl shell, India-rubber, and gold and silver ores—would probably not exceed in value, in the gross, 100,000 dollars, making up the total exports of 1868 to an amount in sterling, in round numbers, of 420,000*l.*, 20,000*l.* less than last year, but nearly 90,000*l.* more than the average of the last six years.

Of the exports of 1868, 140,000*l.* went to London in British vessels; and further shipments were made to a considerable extent by the Isthmus of Panama, but their approximate amount cannot be ascertained.

A large proportion of the coffee went as usual to San Francisco, and one cargo to France. The best coffees are sent to London, where that quality seems to be better appreciated than in the French and German markets.

The imports of the year were large, but in the absence of any returns or material for preparing them, it is difficult to arrive at an approximate estimate of their value.

The duties collected in the year amounted to 221,000 dollars; and assuming these to be 20 per cent. on imports, the value of the latter, in 1868, would be 221,000*l.*, against 258,759*l.* in 1867, and 265,747*l.*, the average for the previous six years.

The export duty on coffee, of 50 cents (2*s.*) per 100 lbs., has been abolished on the 1st instant, and the import duties on spirituous liquors been increased from 6 cents per lb. in cases, and 9 cents per lb. in barrels, to 18 and 25 cents respectively, and on alcohol from 15 cents to 40 cents per lb., which comes into operation on 1st February, and is equivalent to a prohibition.

The rates of discount have been unusually low during the year, and varied from 9 to 18 per cent. The average has probably not exceeded 12.

This circumstance is due to the facts of specie in considerable amount having been brought into the country, attracted by the large coffee crop, to the increase of deposits in the banks of funds which were formerly locked up, and to the competition set up by the National against the Anglo-Costa Rican Bank, for the good of the agricultural interest, but the detriment of its dividends.

The average rate of exchange for bank bills on London at 90 days' sight has been 5 dollars 69 cents per pound, the average of the preceding five years having been 5 dollars 58½ cents.

But in 1868 large amounts of bills have been sold outside of the banks at fully $2\frac{1}{2}$ per cent. less ; so that the average of the rate on all bills may be taken at 5 dollars 56 cents. per pound.

The shipping returns present no feature of interest. As a rule, the same limited number of vessels visit Punta Arenas annually, both of British and foreign, and very frequently the same vessels, the property of houses established in or connected with the trade of Costa Rica. The steamers of the Panama Railroad still monopolize a considerable proportion of the carrying trade, and a large new steamer is now on its way out as an addition to their fleet.

These steamers probably took fully one-half of the crop of last year to Europe, San Francisco, and South America ; but the quantity of freight that arrived in England last year, by one line of steamers, in an unmarketable condition, will operate against further similar shipments, at all events by the same line.

A small steamer has been established at Punta Arenas, for towing purposes, in the loading and discharge of vessels ; but it is extremely doubtful whether any advantage has been thus gained, and the quantity of cargo damaged by rain and spray on its way to and from the steamers, which only wait a few hours, is still very large.

The lighthouse in Punta Arenas has been thoroughly repaired, but it is still inadvisable to place much reliance on its being properly attended to.

Punta Arenas, in common with the rest of the Central American coast, has been visited with a severe fever, but the shipping had left before it broke out. There is, however, some reason to fear its recurrence, as sickness still exists in a milder form.

Coffee cultivation engrosses the attention of the people almost exclusively. Unrefined sugar is produced in sufficient quantities for the supply of the Government distillery, and of a better class for consumption, but none is exported ; and although the imports of white sugar are large, and the price of it most exorbitant (it was selling recently at 40 cents = 1s. 8d. per lb.) towards the end of the year, when stocks run low, there is no attempt made to produce that quality in the country. Indian corn, beans, and potatoes are grown for the supply of the country ; but the cultivation of wheat has been abandoned, and very heavy imports of flour are made annually.

Two breweries have been established,—the one under Government auspices, and the other a private speculation. The latter appears to do well, and as both sell their beer by retail at the wholesale price of ale for export in London, the importation of the latter, which used to be considerable, must necessarily cease.

The want of labour with so small a population is very prejudicial to any new undertaking, for which otherwise there would be fair inducements. Notwithstanding the fall of fully 30 per cent. in the value of the staple produce of the country, wages and provisions have rather advanced than declined ; and though proprietors of coffee estates are naturally loth to abandon them, there can be no doubt that in many instances they only receive their expenses when they sell their crops at existing prices.

The present rate of wages for a day-labourer is 75 cents (3s.) ; and the picking of the coffee from the tree, which is done by women and children, costs from 2 dollars to 3 dollars per 100 lbs., according to the age and yield of the tree.

There is no manufacturing industry in the country. Great attention is still directed to mining industry ; but the want of capital and of skilled supervision seem to prevent any very great success attending it.

A company has been formed recently by highly influential and respectable men, with a capital of 500,000 dollars, for the proper working of three mines of gold in the mountain of Aguacate, and it is reported that shares in this undertaking are well taken up by the public.

During 1868, the useful work, so often commenced and given up for want of funds, has been successfully carried out, and San José is now supplied liberally with good drinking water, which must effect a material improvement in the health of the population.

The main road to the port has been neglected in consequence of a project of establishing a new port in the Gulf of Nicoya ; but it is still in fair order. Those to the provinces have been improved,

The works on the road to the Atlantic, abandoned at the time of making the contract with General Freemont, have been resumed, and are now progressing slowly ; but, as the work is well done, there is a probability of a cart-road being opened to the port of Limon in a few years, even with the limited means and scant labour at present devoted to that object.

A telegraph has been erected during the year from Punta Arentes to the city and the provinces ; but the damage constantly done to it by ignorant country people has prevented its coming into use up to the present time.

General Freemont's contract with Costa Rica for an inter-oceanic railroad has lapsed, like so many previous schemes ; but new contractors are already in the field, ready to undertake the work on paper.

The distance from ocean to ocean is about 120 miles ; the highest point about 5,000 feet. The port on the Pacific is good and spacious ; on the Atlantic small but safe.

The cost, according to the estimate of competent and disinterested European judges, would be from 3,000,000*l.* to 4,000,000*l.*, while American contractors put it down at 2,000,000*l.* to 2,500,000*l.* sterling for a single line. The local traffic and freight may be estimated to yield 80,000*l.*, or 2 per cent. on the larger sum, without taking into consideration the increased traffic which would follow greater facilities. Such an enterprise could only be made to yield a suitable return by the transit, and as the distance is little more than double that of the Isthmus of Panama, and this climate on the high table-lands is healthy and agreeable, there is little doubt that a transit through Costa Rica would receive a share of public patronage sufficient to make it a paying concern. The Government of Costa Rica is disposed to protect such an undertaking by guaranteeing a moderate dividend, such as, with the ordinary revenue of the country, they might be presumed to be able to pay ; and in a contract they are at this moment negotiating, they undertake to indemnify the owners of private property over which the line may pass, and to issue bonds in favour of the contractors at the rate of 60,000 dollars, or 12,000*l.* per mile, bearing interest, and redeemable in 40 years, to assist in raising the necessary capital.

The past year has witnessed what is called a revolution, but which might be more correctly described as a change of government by unconstitutional means, as there was no appearance of excitement or disorder, nor was business for a moment interrupted.

Costa Rica cannot be said to be in a satisfactory condition. The fall in value of the staple product must sooner or later produce serious effects, and the enormous number of small producers unable to wait for better prices or reduced expenses of production, must necessarily succumb. The sufferers, who were formerly a well-to-do and contented population, will become discontented, and anxious for any change what-

ever, as an improvement in their desperate circumstances; and the boasted exemption of this Republic from revolutionary war, due in the main to the sound prosperity of her people, may become a thing of the past. Nor do the merchants fail to feel severely the present state of affairs. The great competition among small shopkeepers renders it a risk to credit them in any but very small amounts, while some houses refuse to sell except for cash. Leading merchants assert that their sales are not more than one-fourth what they were at the same time in the previous year, with greater risk attending the smaller business. Another indication of the falling-off in national prosperity may be derived from the fact that the tax on the transfer of landed property yielded, in 1868, one-fourth of the yield in 1867,—the amount of the tax being the same in both years.

With the exception of the fever in Punta Arenas, already referred to, the Republic has been healthy and free from any epidemic disorder.

San José, Costa Rica, January 20, 1869.

FRANCE.

TONNAY-CHARENTE.

Report by Consul the Hon. H. P. Vereker, LL.D., on the Trade and Commerce of the Port of Tonnay-Charente, for the Year 1868.

TRADE AND COMMERCE.

THE trade of Tonnay-Charente during the year 1868 has well maintained the expansion which it exhibited during late years, and especially since 1864. It is still remarkable for the extraordinary excess in the value of the exports as compared with the imports, the former having exceeded the latter by nearly 2,000,000*l.* sterling, in the past year, and as the trade is conducted almost wholly with the United Kingdom, and the exports are paid for with British gold instead of British manufactures, this large trade balance against the United Kingdom becomes a serious consideration, but irremediable, so long as there exists practically, as now, but one article of import "coals," and one article of export "brandy," the other articles in either category being, unless exceptionally, insignificant. To augment the importations of coal, or, by fiscal measures, to check the exportation of brandies, would probably be equally inadvisable. It may therefore be assumed that the only means of permanently diminishing the adverse trade balance is to be found in the introduction of British manufactured goods.

The consumption of British manufactures in this district is small, and is chiefly supplied from Paris and the interior, the direct importations of manufactured goods being so trifling as to be unworthy of consideration. The questions then arise, first, as to what is the cause of this anomalous state of things; and, secondly, whether in effect this district opens an encouraging field for the disposal of British manufactures. With regard to the first point, which forms the less material consideration, it need only be observed that whether the apathy manifested in introducing directly British manufactures is due to the character of the French Customs Tariff, or to the nature of the people, adverse as they are to change of system, or finally to possible want of enterprise on the part of the manufacturers, all which causes may have more or less effect, yet these causes are liable to change, and would not in themselves justify the absence of experiments to test by direct imports the consuming capabilities of the district.

In estimating those capabilities I shall allude but to a few data, but those sufficient to guide to an opinion on the subject. In the first place, British manufactures are consumed in the district, partially and insufficiently it is true, but still they are absorbed. These goods come from Paris and other points in France, and not, generally speaking, by direct importation. The goods are disposed of to the consumer at a price augmented by commissions, railway and transit charges, octroi duties, &c., so much so that the retail prices of cotton, linen, and woollen goods, hardware, earthenware, and many other manufactures, are found to be throughout the district much higher than would be warranted by the Customs duties, freights, and ordinary mercantile profits, added to the invoice value, if imported directly. In reference, therefore, to this class

of goods, it is to be concluded that they could, by direct importation, be delivered to the consumer more cheaply than by the present means, and that such a course would be more beneficial to the British producer, as a portion of the profits now distributed among the various French agents might remain in his hands. Upon this matter it should be noted that the Paris and other importers make convenient arrangements for supplying the retailers with small consignments as required; and, in the absence of regular importing houses in this district, a deficiency which time may remedy, it will be necessary for the British manufacturer, if he desires to supplant the French importer, to concede similar facilities.

The next element to be considered is the disproportion in value between the exports to and imports from the United Kingdom. Taking, as sufficient for purposes of calculation, the values of the cargoes in British vessels at the port of Tonnay-Charente, they are stated to have been as follows in the four past years:—

VALUES of Cargoes in British Vessels.

Years.				Imports.	Exports.	Excess of Exports.
				£	£	£
1865	..	..	..	44,479	1,215,058	1,170,579
1866	..	..	..	40,270	1,983,465	1,943,195
1867	..	..	..	45,480	1,706,133	1,660,653
1868	..	..	..	70,254	1,768,854	1,698,600
Total				200,483	6,673,510	6,473,027

It is thus shown that there has been added to the wealth of this district, by payments for exportations alone in four years, a sum of 6,473,027*l.*, or about 1,600,000*l.* yearly, which may be considered, so far as the particular trade in question is concerned, as so much paid primarily by the United Kingdom, without any return from this district, though of course it is not implied that the amount was an actual loss to the United Kingdom, for as the latter only consumes a part of those exports, other countries probably compensate the loss, but it was an actual gain to this district; consequently, if this sum of 1,600,000*l.* were annually devoted to the purchase of British manufactures, the resources of this district, regarded separately from the wealth derived from exportations, would not be diminished, whilst the existence of this recurrent revenue affords no small encouragement to the attempting to introduce such importations.

The internal resources of this district, exclusive of its foreign trade, are very considerable. The ports of the Charente Inferieure are suited to supply the whole of the departments of the Upper and Lower Charente, and laterally those of La Vendée and Two Sevres; and projected lines of railway are expected soon to open up the extensive districts lying between Angoulême and Lyons, the trade of which will probably be divided between the ports of Tonnay-Charente and Bordeaux; but independently of those important districts, the two Charentes alone furnish an ample field for the introduction of manufactured goods; and in fact the manufacturing establishments of the locality are constantly increasing in activity.

A few words will suffice to show how considerable are the resources of this district.

Charente Inferieure contained, by the last census in 1866, a population of 479,559; its superficies is 682,569 hectares, of which 447,756 hectares are cultivated, the hectare being equal to 2·471 British acres.

The department contains, besides many thriving towns of lesser importance, six district centres, which, with the suburbs, contained in 1866 the following respective populations :—La Rochelle, 31,298 inhabitants ; Rochefort, 33,690 ; Saintes, 26,161 ; St. Jean d'Angely, 18,416 ; Jousac, 12,229 ; Marennnes, 10,555.

Charente Inferieure comprises innumerable places where wine and vinegar are prepared, extensive quarries, many flour-mills, and lime-kilns, distilleries, sugar refineries, and manufactories of glass, pottery, earthenware, bricks, and tiles, besides 16,695 establishments where various industries are carried on. In 1864 the salt marshes produced 199,259,000 kilogrammes of salt, worth about 80,000*l*.

The adjoining department of the Charente contained, in 1866, 378,218 inhabitants ; its superficies is 594,543 hectares.

Charente comprises many important towns, the chief being Angoulême, which contains, with its suburbs, 49,226 inhabitants. Cognac contains 24,060 inhabitants, and is rapidly growing, being justly considered, in proportion to its size, one of the wealthiest towns in the world. Jarnac, Barbezieux, Confolens, Segonzac, and Ruffec, may also be mentioned as active trading towns.

The latest valuation of the Charente, made in 1862, shows its rental to have then amounted to 27,932,269 francs, or 1,117,290*l*. sterling.

The value of agricultural production, exclusive of timber, pasturage &c., has been estimated as follows :—

AGRICULTURAL PRODUCTS of Charente.

Articles.					Value in Francs.
Corn	..	..	..	..	36,419,883
Straw	..	..	..	..	9,349,627
Green crops and gardens	..	..	..	..	13,314,191
Hay, &c.	..	..	..	..	13,836,277
Vines	..	..	..	..	59,635,140
Live stock	..	..	..	..	48,290,849
Total	..	..	..	..	181,845,967

The estimated production of those articles was thus 7,253,838*l*. sterling.

The various industrial occupations of the department of the Charente are too numerous to particularize. Wine is produced at all points, wind and water mills are extensively used, a large business is done in quarrying and cut stone, rope-walks and lime-kilns are found in every direction, the glass manufactories are on a large scale, the brandy distilleries of Cognac and paper-mills of Angoulême are of world-wide reputation, and there are besides over 15,000 industrial establishments of various kinds.

Here then are immense resources, and it is only necessary to glance at the insignificant list of imports to be satisfied that the British manufacturer does not derive that benefit from them which it might reasonably be expected he ought to do.

Viewed as a social question, the systematic introduction of British manufactures in this district would tend to raise the character and augment the wealth of the bulk of the people. A special instance will best illustrate this. At present the clothes of the lower orders are in a large proportion manufactured by themselves. This is done by the ancient processes long since exploded in other countries: thus a very large amount of labour which might be beneficially employed in agriculture

and reproductive industry is practically wasted ; for the cost of labour being very high, if its value, thus misapplied, were calculated, it would be found that better articles could be imported directly from England at a much less price, and the effect of doing so would be to release a large amount of labour which is imperatively required for fully developing the resources of this country. It is even probable that by this means the tastes, and, I might add, intelligence of the populace would be improved ; for scientific innovations would be gradually introduced in their various industries, and that pristine immutability which is remarkable at the present day as a retarding force on the minds of the people might give place to elastic advancement.

I have been particular in referring to this question, of the possibility of augmenting importations, as, in connection with the trade of this port, there is no more interesting matter that can occupy the attention of the British mercantile community.

IMPORTS.

The imports which arrived in 1868 at the port of Tonnay-Charente, excluding those coastwise, were derived from the United Kingdom, and consisted of the following :—

IMPORTS to Tonnay-Charente in 1868.

Articles.				Quantities.
				Tons.
Coal	..	..	..	30,172
Coke	..	..	..	320
Iron, pig	..	..	..	946
Miscellaneous	..	..	..	190

The term “Coal” is taken to include gas and other coals, as also patent fuel. In the term “Miscellaneous” are included bottles, empty casks, staves, &c. The imports to Rochefort, lower down the River Charente, are not comprised in the above Return.

EXPORTS.

The exports from Tonnay-Charente consisted as usual almost wholly of brandies to the United Kingdom, but it is worthy of note that a gradual increase of the exportation of other articles is exhibited, wines, sardines, and hay showing marked augmentation in the past year, as compared with 1867.

The following list shows the exports in the last year :—

EXPORTS from Tonnay-Charente in 1868.

Articles.				Quantities.
Brandy	..	..	gallons	9,187,816
Bottles	..	..	tons	3,770
Cut stone	..	..	..	480
Grains	..	..	..	75
Hay	..	..	..	233
Miscellaneous	..	..	..	75
Paper	..	..	..	7
Salt	..	..	..	383
Sardines	..	..	..	76
Vinegar	..	..	pipes	432
Wine	..	..	..	123

The exportations of brandy continue with extraordinary steadiness, as will be more completely seen by the following Comparative Table, showing the exportations in the past six years:—

BRANDY Exported.

Years ended 31st December.				French Litres.	British Gallons.
1863	..	..	..	18,128,945	3,988,358
1864	..	..	..	27,008,420	5,941,848
1865	..	..	..	28,654,000	6,303,880
1866	..	..	..	52,555,500	11,562,210
1867	..	..	..	44,411,000	9,770,420
1868	..	..	..	41,762,800	9,187,816

In the Report for 1867 I remarked on the comparative augmentation of shipments of brandy in bottle instead of in cask, and this has continued in a larger ratio during the past year; for although the total of brandies shipped shows a slight diminution from the preceding year, the number of cases confaining bottled brandy shipped has increased from 558,086 in 1867 to 627,603 in 1868, distributed as follows:—

BRANDY in Bottle Exported in 1868.

				Cases.
To United Kingdom	..	..	..	576,989
Australia	..	..	..	21,897
Canada	..	..	..	28,464
Sweden	..	..	..	253
Total	..	..	..	627,603

The least quantity these cases contained is 12 bottles, many had more, but even upon the computation that they only held one dozen each, the shipment would involve the exportation of over 7,500,000 bottles.

SHIPPING AND NAVIGATION.

British Shipping.—The following analysis will show the manner in which the British ships engaged in the trade of Tonnay-Charente were employed in 1868:—

BRITISH SHIPPING at Tonnay-Charente in 1868.

ENTERED.							
How Employed.				Vessels.	Tons.	Crews.	
With cargoes	..	..	..	100	33,747	1,680	
In ballast	..	..	..	17	5,841	325	
Total	..	..	..	117	39,588	2,005	
From United Kingdom	..			100	33,397	1,738	
France	..	..	..	12	4,469	205	
Austria	..	..	..	5	1,722	62	
Total	..	..	..	117	39,588	2,005	
Screw steamers	..	..	..	85	34,075	1,776	
Sailing vessels	..	..	..	32	5,513	229	
Total	..	..	..	117	39,588	2,005	

CLEARED.

How Employed.	Vessels.	Tons.	Crews.
With cargoes	98	33,936	1,739
In ballast	22	6,425	298
Total	120	40,361	2,032
To United Kingdom	109	37,492	1,929
Canada	7	1,789	61
West Indies	1	310	10
France	1	417	11
Spain	2	353	21
Total	120	40,361	2,032
Screw steamers	86	34,567	1,787
Sailing vessels	34	5,794	245
Total	120	40,361	2,032

The above Table shows a small augmentation of tonnage over 1867, about 1,500 tons inwards, and 3,000 tons outwards; but in the employment of the vessels there is no notable change, which proves that the trade with this port has continued very steady. The most remarkable difference from the last year is however to be found in the constantly augmenting ratio of steamers engaged in the trade, as compared with sailing vessels. In 1867 there entered 72 steamers, of 27,858 total tonnage; and in 1868, 85 steamers, of 34,075 tons. On the other hand, the British vessels under sail, entered in 1867, were 48, of 10,068 tons; and in 1868 they were only 32, carrying 5,513 tons. Thus whilst the total number of vessels and tons have remained with little change, the number of British vessels under steam have increased in the one year by 18 per cent., and the tonnage by 22 per cent.; whereas the British sailing ships have diminished 33 per cent. in number, and 45 per cent. in tons. If these conditions, which have been for some years progressing, were to continue in the same ratio, it is manifest the trade of Tonnay-Charente would ere long be monopolized by steamers, to the exclusion of sailing-vessels; but though the preference given to steamers is justly founded on their superior arrangements for receiving and delivering the cargoes, their rapid transit, and punctuality, combined with lesser risk of damage, it is found that sailing-vessels, from the comparative cheapness of the conveyance, are more available for distant voyages, such as those to Canada and Australia, or where consignments are required to be sent to ports where vessels of light draught only can be admitted, and where there are many small consignments to be delivered at different ports. In all other cases steamers are more advantageous for the export trade. In regard, however, to the import trade, sailing-vessels are likely to continue to be employed for the carriage of cargoes on which the freight is small, such as coals; for it sometimes occurs that the delay and expense to steam-vessels, of going out of their route for such cargoes, and loading and discharging, is not sufficiently compensated by the freight obtainable. Shipowners, however, who send sailing-vessels with such cargoes, on the mere expectation of a return freight, will be generally disappointed in regard to finding such freights at this port.

Foreign Vessels.—Besides the British vessels there were employed in

the foreign commerce of Tonnay-Charente, in the past year, 27 French vessels inwards, and 25 outwards. The last named carried to Australia 4,552 puncheons of brandy, to Canada 60 puncheons, to Sweden 456 puncheons, and to the United Kingdom 600 puncheons of brandy, besides wine, vinegar, and other cargo.

Cargoes of British Vessels.—The following were the aggregate cargoes of British vessels inwards, discharging at Rochefort and Tonnay-Charente in 1868, as appearing from the bills of lading or shipmasters' reports:—

IMPORTS in British Vessels during 1868.

Articles.	British Measure.	Quantities.
Cement (Portland)	Tons.	150
Coal (gas and ordinary)	"	37,069
Coke	"	320
Iron (pig)	"	1,388
Machinery	Packages	14
Patent fuel	Tons.	2,347
Staves	"	450
" (weight unknown)	Number	262,665
Wheat	Quarters.	6,209
Wood (teak)	Tons.	90

Besides the above, one steamer of 701 tons, from Trieste, brought oats and a miscellaneous cargo; and there arrived various consignments of empty casks, bottles, &c., of which no account has been taken. It is observable that wheat has in the past year become an article of import, this district usually exporting corn of all kinds.

The exports in British vessels have been of the ordinary description, consisting almost wholly of brandy, with wine and vinegar in the proportions indicated in the preceding Table of exports. They also included augmenting shipments of sardines, and six packages of porcelain of local manufacture, but otherwise do not call for special remark.

Coasting Trade.—This part of the trade was conducted by French vessels as follows:—

COASTING TRADE of Tonnay-Charente in 1868.

ENTERED.			
How Employed.	Vessels.	Tons.	Crews.
With cargoes	865	40,705	3,223
In ballast	444	18,847	1,594
Total	1,309	59,552	4,817
CLEARED.			
How Employed.	Vessels.	Tons.	Crews.
With Cargoes	916	40,370	3,343
In ballast	377	16,834	1,368
Total	1,293	57,204	4,711

These figures show somewhat less activity than was manifested in 1867.

PUBLIC WORKS.

Rocheport Commercial Dock.—This dock, intended for the mercantile shipping visiting Rocheport, has at length been opened, having been many years under construction. It is situated close to the station of the Paris and Orleans and Charentes Railways at Rocheport; and it is proposed to lay a tramway from the railway station along the edges of the dock. Although of limited accommodation, scarcely giving room for a dozen vessels, this dock will be an advantage to the merchant shipping visiting Rocheport, from the facilities it will afford for loading or discharging cargo; and it will have the special recommendation of relieving the present often overcrowded anchorage at Cabane Carrée. The latter is situated at a difficult bend of the River Charente, and when too many vessels are collected there it becomes very difficult for the large steam-vessels trading to Tonnay-Charente to pass up the river without collision or accident.

Cabane Carrée Tramroad.—It is projected to construct a tramway from some point on the Charentes or Orleans Railway at Rocheport to the quay at Cabane Carrée, the trading port of Rocheport; and if this project should be carried out it will prove immediately beneficial to the trade of Rocheport, as facilitating the despatch of vessels, and incidentally to that of Tonnay-Charente, as removing some of the impediments of the river course.

Charentes Railways.—This line is progressing steadily with increasing business. The branch towards Coutras, near Bordeaux, is ready for opening from Saintes to Pons, and it is expected will be opened to Coutras in 1869. When this is done there will be an almost direct railway communication between Bordeaux on the one side, and Tonnay-Charente, Rocheport, and La Rochelle on the other. Formerly the only railway between these points was via Poitiers. On the opening of the line to Angoulême the latter became the way, but it was still a considerable round, which will be obviated by the line to Coutras.

The Charentes Railway Company have also undertaken mercantile business, and offer to forward exports and receive consignments of imports through their various agents. The experiment has not been sufficiently tried to enable me to form an opinion as to the effect, if any, which it may have on the trade.

Tonnay-Charente Tramway.—A tramway has been laid down from the railway station at Tonnay-Charente along the quay, for the convenience of vessels loading and discharging; and for a small charge of about 5*d.* per ton, goods are brought from or taken to the quay in front of the anchorage. This amelioration confers considerable benefit to the trade. The Railway Company have also thrown out a wharf to the river adjoining their station, with cranes and other suitable appliances, the goods being transferred immediately from the trucks to the ship, and *vice versa*. It is now in constant use.

GENERAL OBSERVATIONS.

Agricultural Products.—The year 1868 has been remarkable for the high price of provisions and the deficiency which prevailed, the more to be noted in a largely productive agricultural district which has had ordinarily a considerable surplus to dispose of by exportation. On the contrary, wheat and oats were in great quantities imported in 1868, but with a scarcely perceptible effect upon prices. Of course this arose principally from want of success in the harvest of 1867, but it is also probable

that the actual production of provisions, properly so called, is diminishing in this district, whilst their consumption is somewhat augmenting. There are two main causes tending to this result: first, the large tracts which, having formerly produced corn and such like, are now devoted to the cultivation of the vine; and, secondly, the absence of sufficient labour power duly to cultivate the ground. Incidentally to the latter, it is to be observed that much of the producing land has, from its richness, been able to furnish corn, beans, &c., for several years, without being previously manured, but under this trial is becoming less fertile each year, and now requires thorough renewing by topdressing or subsoiling. The farmers are injudicious in placing similar crops, or crops with similar exhausting properties, on the same land without due succession; and their system of fallow, by leaving the so-called fallow ground to become the prey of weeds for one year in every five or seven, far from strengthening the ground, is more likely to exhaust it.

Brandy Production.—The brandy exported from Tonnay-Charente in 1868 is valued at 1,887,678*l.*, of which 1,733,854*l.* was conveyed in British bottoms, and 153,824*l.* in foreign; the latter mostly to Australia. The trade remains very much as it was in the previous year, for though in 1868 there was a slight diminution in the quantity exported, there has been an augmentation in the value. This result is the more satisfactory, as in consequence of the extraordinarily large quantities of brandies exported in 1866 and 1867, it might have been supposed that the past year would have found a reduced stock to work upon; and besides the vintage of 1867 was not remarkably productive. The fact that under those circumstances the exportation has continued without sensible diminution forms strong evidence of the steadiness of the trade, and probability of its permanence. The vintage of 1868 was severely checked by some late frosts, and the exceptionally dry summer operated in the same direction, as a certain amount of moisture is required to give the grape full expansion, consequently the gathering of the vintage caused much disappointment; but when subjected to distillation it was found the alcohol contained in the juice was considerably above the average, and the brandy produced from a given quantity proportionally larger. It is therefore to be presumed that the exports will continue on an extensive scale in 1869. Both brandies and wines, of the vintage of 1868, are said to be good in this district, and superior to those of 1867. The tendency of prices of brandies throughout the past year has been firm.

Charente Inferieure, April 15, 1869.

I T A L Y.

TURIN.

Report by Mr. Consul Colnaghi, on the Wine Fair of Turin in 1869.

IN my report on the exhibition and fair of Italian wines, held at Alessandria (Piedmont), in November 1867, I called attention to the efforts which were being made by Italian landowners to improve the cultivation of the vine and the art of making wine in this country. I now take the opportunity of its third anniversary to give some account of the Wine Fair of Turin, held during the last two days of Carnival, and which, from the proportions it has already attained, bids fair to render good service, not to Piedmont only, but to all Italy.

The "Società di Gianduja" is composed of ten Turinese noblemen and gentlemen who, for several years past, have conducted the fêtes of the Carnival, in the name and on behalf of their fellow-citizens. To lighten the severity of a Consular Report by the introduction of carnival revels, may appear unwarranted; but the connection between frolic and trade is, in the present instance, nearer than might be supposed, for to the initiative of the Società di Gianduja the wine fair of Turin is due.

In 1866, after the transfer of the capital to Florence, Gianduja* determined to have a brilliant carnival, to show the world that Turin could stand alone. To enhance the attractions of the festival, a "Fiera Fantastica," with masks, was established for the first time. The success of this fair, at which trifles of all kinds were exhibited for sale at gaily decorated stalls, induced its repetition in 1867, when to the ephemeral fantastic element was added a fair for Italian wines in bottle.†

To this fair, 60 proprietors sent 169 descriptions of wines, which appear to have met with a ready sale, for, in its second year,—the carnival of 1868,—the number of proprietors sending their wines to the fair had increased to 123, the wines of various growths to 545, while the total number of bottles of wine on sale amounted to 129,480. On this occasion, Gianduja first appointed a jury to award certain prizes granted by the Government to the best wines brought to the fair. The competition for the prizes was, however, voluntary, not compulsory.

In 1869, the importance of the fair had not diminished,—103 proprietors presented themselves on the market, with 600 descriptions of wines; forming a total of more than 148,000 bottles. The object of the Società di Gianduja being to promote a trade in, and not an exhibition of, wines, the prizes and medals were, this year, only awarded to qualities, of which 50 bottles, at least, were actually brought to the fair; and it is intended, on future occasions, to raise this minimum to 200 bottles.

Although wines from the several provinces of Italy were brought to the Turin fair, those of Piedmont were in so large a majority of the number submitted to the jury, that they may be considered as having alone competed for the medals.

I subjoin a list of medallists at the fair of 1869, to which I have added a translation of the remarks of the jury on the wines brought to their notice, as serving to show the bearing of the movement now taking place in this country for the amelioration of the Italian wines.

* The Turinese type, as "Meneghino," is the representative of Milan and "Stenterello" of Florence; literally, "John of the Jug," indicating a liking for good wine, and plenty of it.

† Also a cattle fair, of which mention may be made in another place.

TABLE of Medallists at the Fair of Gianduja, held at Turin, on the 8th and 9th of February, 1869.

No.	Name of Wine.	Year.	Price per Bottle in Italian Lire.	Locality in which Produced.			Name of Proprietor.
				Commune.	District.	Province.	
I. SILVER MEDALS.							
1	Castello d'Uviglie (white, dry) ..	1865	2 0	Rosignano ..	Casale ..	Alessandria	Callori-Picco, Count A.
2	Barbera B. (red, dry) ..	1867	1 25	Sanfré ..	Alba ..	Cuneo ..	Craveri and Casalis, Oenological Society of Sanfré.
3	Rosso Amabile (now dry) ..	1865	1 10	Arignano ..	Chieri ..	Torino ..	Costa di Trinita, Count C.
4	Candia Canavese white, dry) ..	1864	2 50	Candia Canavese ..	Ivrea ..	Torino ..	S. Giorgio, Giovanni.
5	Moscato Passito (white, sweet) ..	1865	2 80	Cassine ..	..	Alessandria	Cuttica, Engineer.
6	Aleatico (red, sweetish) "amabile" ..	1865	2 0	Casorzo ..	Casale ..	Alessandria	Scarabelli, V.
II. BRONZE MEDALS.							
7	Barbera Passito (red, sweetish) "amabile" ..	1866	1 50	Moncalvo ..	Casale ..	Alessandria	Barberis, P., and Son.
8	Dolcetto Forzato (red, dry) ..	1867	1 40	..	Acqui ..	Alessandria	Battaglia, Brothers.
9	Barbera (red, sweetish) "amabile" ..	1861	1 50	..	Asti ..	Alessandria	Pagliano, Brothers.
10	Barolo (red, dry) ..	1867	1 60	Bra ..	Alba ..	Cuneo ..	Fisore, Matteo.
11*	Moscato Passito (white, dry) ..	1855	3 20	Cassine ..	..	Alessandria	Cuttica, Engineer.
12*	Moscato (white, sweetish) "amabile" ..	1867	2 0	Casorzo Monferrato	Casale ..	Alessandria	Scarabelli, V.
13	Caluso (red, dry) ..	1865	2 50	Caluso-Mazzé ..	Ivrea ..	Torino ..	Di San Germano, Marquis C.
14*	Malvasia (white, sweetish) "amabile" ..	1865	2 0	Casorzo-Monferrato	Casale ..	Alessandria	Scarabelli, V.
15	Barolo (red, dry) ..	1867	1 50	La Morra ..	Alba ..	Cuneo ..	De-benedetti, Cl. C.

The holders of the Silver Medals received each a handsome prize granted by the "Società di Gianduja."

There were only six bronze medals, but as each proprietor could receive but one medal, those marked * having been previously noticed, were passed over in favour of their immediate successors.

Twenty-two honourable mentions were also awarded to the wines which obtained the highest points after the prize wines.

REMARKS OF THE JURY.

1. The jury note with pleasure the greater transparency of the wines submitted to them, and a diminution in the number of thick and muddy wines as compared with former occasions. They regret, however, that some proprietors still continue to make red sparkling wines, and red sweet wines, notwithstanding the hints already given on these points.

2. The jury express their disappointment at not having met with a larger quantity of good table wines, the production of which would be advantageous to the nation and to the producers. They cannot but entreat growers not to endeavour to make dessert wines (*vini di lusso*) and sweet wines with grapes which, from their nature and situation, are only fit for making good table wines.

3. The jury regret the scarcity of the true types of the great families of wines named after the particular grapes of certain localities, such as the Nebioli, Grignolini, &c.

4. The jury exhort proprietors no longer to give foreign or inexact titles to their wines, but to lay aside all attempts at imitations of foreign wines, endeavouring rather to enhance the reputation by improving the true characteristics of the wines of each locality.

5. The jury recommend medallists to mark in their catalogues and on their labels as prize wines those qualities only to which medals have been awarded, and to abstain from extending such indications to any other qualities of wine.

Among the wines which obtained medals those of the greatest local reputation are the "Barbere" (Numbers 2, 7, and 9 of the Table), the favourite wine of Gianduja; the "Baroli" (Numbers 10 and 15), a first class wine when well made; and the "Dolcetto" (Number 8), red wines, with the "Moscato" (Numbers 5, 11, and 12), and the "Malvasia" (Number 14) white wines.

The "Moscato Passito" (Number 5) deserves special mention as a "vin de liqueur," and may be compared to the best muscatels of Lunel and Frontignac.

The "Castello d'Uviglie" (Number 1) is a clear and limpid wine, very light in colour, of good spirit, and with an agreeable bouquet. I am informed that wines of this class could be successfully produced in various parts of Piedmont, and in considerable quantities, but I believe that the present wine must be looked upon in the light of an experiment rather than an article of commerce.

The "Candia Canavese" (Number 4) is another dry wine of agreeable flavour. It differs entirely from the usual sweet wines of Caluso,* and is worthy of imitation.

The red "Caluso" (Number 13) shows that good red wines can also be produced in this district.

The "Rosso Amabile" (Number 3) hardly answers to its name, as it contains no trace of sweetness. It is an honest, well-made wine, and deserves commendation for its reasonable price.

The "Aleatico" (Number 6) is a good wine carefully made, but does not possess all the characteristics of the Tuscan grape.

It is intended in the autumn of the present year to hold an exhibition of grapes at Alessandria, on which occasion I propose to enter at some detail on the subject of the cultivation of the vine in Piedmont and the capabilities of the country for the production of good wine. I would only here add a few words of advice to Italian growers and wine

* The "Mandamento" of Caluso, of which Candia Canavese is a Commune, has considerable local reputation for these sweet wines, which, when well made, are excellent.

dealers. While of opinion that, in the end, their exertions will be rewarded with full success, I venture to remind them that, in all probability, a long period of trial lies before them. Constant good faith with regard to the quality of their wines, and in their make, particular care in the bottling and in the corking are necessary before they can hope to obtain a permanent footing on any foreign market, to which the adoption of foreign titles (see remarks of the jury) by no means recommends them.

It may safely be asserted that Italian port and Italian champagne are not wanted in England; but good Italian wines at reasonable prices, standing on their own merits, will I believe come in time to be appreciated, as, I must in fairness add, many of them deserve.

Turin, April 1869.

NETHERLANDS.

ROTTERDAM.

Report by Mr. Consul Turing, on the Trade and Commerce of Rotterdam, for the Year 1868.

THE past year has not been characterized by anything very startling in the commercial world. The prevailing feeling has been one of apprehension, an utter want of trust and confidence, and a disinclination to enter upon operations of a speculative character. Political fears undoubtedly played a considerable part in bringing about this state of affairs; but it was also, to a great extent, owing to the long and depressing influence of the commercial and financial panic in England, from the effects of which only now some improvement is apparent. A certain calm is now coming over the state of affairs, which it is hoped will soon develop into more activity and prosperity. This country has not, however, suffered materially, and if the profits have not been large, the losses have certainly been moderate.

The Colonial trade has probably been the least satisfactory. Produce has for years past lost money, prices having long been higher in the places of production than in those of consumption.

I beg to subjoin some particulars regarding the trade in the principal articles of Colonial produce in this country.

Arrack.—The demand has been very active during the greater part of the year, and prices generally have ruled high, especially for fine Batavia. Prices for the finest sorts have ranged from 3s. to 3s. 4d., and from 2s. 3d. to 2s. 7½d. for inferior kinds.

The imports last year comprised 3271/1 and 810/2 leaguers; against 2346/1 and 508/2 leaguers during 1867, 3349/1 and 497/2 leaguers during 1866, 4,610/1 and 236/2 leaguers during 1865.

The stock in importers' hands on the 31st December amounted to 324/1 and 385/2 leaguers.

Ashes.—The imports have almost exclusively consisted of Russian pots to the amount of 1,670 casks, which generally met with a dull market. Prices ranged from 20s. 9d. to 22s. 6d., the closing price being 31s. 9d. Importers hold a stock of about 500 casks. Transactions in American ashes have been insignificant. Prices are proportionately high, but there is no stock in first hands.

Coffee.—Considerable fluctuations have taken place in the value of this article during the past year, prices of Java coffee having at one time reached so low a figure as has not been witnessed for years past. The extreme caution generally evinced by the trade throughout the year in their operations, and in confining their purchases to provide for immediate wants, in combination with heavy arrivals during the summer months, caused prices to decline in September to 30 cents and 31 cents for good ordinary kinds.

This exceedingly low rate, however, attracted more attention; and as statistics continued to show an increased consumption everywhere, a better feeling ensued, which resulted in a gradual advance during the autumn, the year closing with a value of 35 cents to 36 cents for good ordinary Java descriptions.

The total imports into this country last year amounted to 1,138,700 bags East India, and 28,600 bags West India; against 1,232,700 bags East India, and 20,800 bags West India, during 1867.

The stock on the 31st December of all sorts, including the quantity lying on warrants, consisted of 479,500 bags, against 440,100 bags at the same date last year.

Cotton.—The past year opened with a very depressed market, and very low rates for all sorts of cotton. Gradually some inquiry became apparent, which finally resulted in an animated demand, which lasted until the latter part of April, when prices, on an average, reached about 75 per cent. above December rates. From that time a reaction set in, and a heavy fall took place, and our market fully participated in the various fluctuations which subsequently the leading markets had to undergo. Prices of middling American have ranged, during the year, from 40 cents to 70 cents, closing at 61 cents; fair dholleahs and comptah ranged from 34 cents to 60 cents, closing at 48 cents; and fair Bengal, from 27 cents to 55 cents, closing at 43 cents.

The imports into this port consisted of 106,750 bales of all sorts; against 117,610 bales during 1867; and the stock in first hands at date consists of 2,305 bales, against a quantity of 1,800 bales at the corresponding date last year.

Dyewoods.—The market throughout the year has been quiet, but prices generally have experienced an upward movement. Laguna campeachy gradually but slowly advanced from 5.4f. to 6f. (9l. 4s. 6d. to 10l. 1s. 3d.); St. Domingo and Jamaica, which scarcely fetched 2½f. at the beginning of the year, are now quoted 3¾f. (6l. 3s.); Bimas sapanwood has enjoyed a fair demand, at prices which fluctuated from 11l. 3s. 3d. to 12l. 9s.

The stock in importers' hands on 31st December did not exceed 200 tons of all descriptions.

Hides.—An animated and uninterrupted demand, experienced during the whole year, led to a general advance in the value of all sorts of hides, it being assumed that prices have risen fully 10 per cent. when compared to the rates paid on 1st January, 1868. Java cow and buffalo hides in particular found eager buyers, the greatest bulk having been sold previous to arrival.

The imports during the past year amounted to 66,500 Java cow, and 27,874 buffalo hides, and 36,302 West India hides; and the stock in first hands consists of 8,000 East India, and 29,970 West India hides.

Indigo.—There has been a regular and constant demand for this article during the past year, and as the supplies proved not sufficient for the existing wants, prices have been moving steadily upwards, and have closed considerably above the rates obtainable at the corresponding date last year. The soft and finest descriptions have, in proportion, fetched the highest prices, and notwithstanding the present high value of these kinds, the general opinion is, that prices will be fully maintained, at least for some time to come.

The imports into Holland last year comprised 4,905 chests, principally Java indigo, and the stock on the 31st amounted to 425 chests Java.

Oils.—Of palm oil, the imports have been somewhat in excess of the previous year, the same having consisted of 1,706 tons, as well direct from the coast of Africa as indirect *via* England; against a total of 1,390 tons during 1867. Prices have ranged from 22f. to 26½f. (38s. 6d. to 46s. 6d.), for prime quality, closing ultimately at 25½f. (44s.).

Of petroleum, the imports have amounted to 115,700 barrels, against 107,800 barrels during 1867. Prices have fluctuated from 20f. to 26½f. per 100 kilos., the last price paid being 25½f.

Of cocoa-nut oil, the arrivals have been exceedingly small; consequently the prices paid must be considered as nominal, the same being exceptional, and out of proportion to the relative value of this article.

Rice.—Very little animation has been shown in the transactions of this article throughout the past year. The market has been generally dull, and buyers unwilling to operate to any extent, notwithstanding the moderate prices ruling.

Prices of ordinary white Java have ranged from 8*f.* to 9*f.*, and of Rangoon and Arracan, 6 $\frac{3}{4}$ *f.* to 8*f.* The imports into Holland consisted of 684,300 bags of all sorts, against a quantity of 503,000 bags during the year 1867.

The stock in first hands comprises 42,000 bags of all kinds; but a large stock of peeled rice is held in second hands.

Spices.—The Trading Company's annual sale of spices took place on the 27th August last, and consisted of 1,781 casks nutmegs, 545 casks mace, 251 casks cloves, and 3,180 bags pepper. This sale met with a better result than had been anticipated, the whole quantity finding ready purchasers at 73 cents to 74 cents (1*s.* 1 $\frac{1}{2}$ *d.*, free on board) for No. 1 nutmegs; 115 cents (1*s.* 8 $\frac{3}{4}$ *d.*, free on board) for mace D; and 25 cents (4 $\frac{1}{2}$ *d.*, free on board) for cloves No. 3.

The total stock in Holland, including remnants of some years past embraces 4,420 casks nutmegs, 538 casks mace, and 2,823 casks cloves.

Sugar.—The demand throughout the past year has been moderately active,—not, however, without some extremely depressed moments, for which generally no reasonable motives existed, but which often occasioned prices to fluctuate from 2*s.* to 3*s.* per cwt. A regular and fair demand has in a great measure contributed to enliven business in the raw article in this country, whilst the exportation of raw sugars has been on a larger scale than for some years past. Although prices have of late ranged fully 1*s.* below November rates, the expectation is that prices will ere long improve.

The total imports of Colonial sugar into Holland last year consisted of 128,700 tons, against 108,200 tons during 1867.

Refined Sugar.—Prices of refined have, almost without exception, been gradually on the advance, in spite of the frequent fluctuations in the raw article. Crushed No. I, which opened at 34*f.*, has now been contracted for, for delivery in February and March, at 36*f.* to 37*f.*

The total export of refined sugar from this country during the past year has amounted to 85,622 tons, against 78,227 tons during 1867.

Tea.—Transactions during the past year have been necessarily on a small scale, owing to the limited supplies direct from China. The "Schwensen" was the only cargo direct, and her teas met with a favourable result, the prices realized being generally 2*d.* to 3*d.* above the valuations.

The imports into Holland have consisted of 34,600 chests, principally Java teas; against 49,200 chests and 44,000 chests during 1867 and 1866 respectively, and the stock in first hands of all kinds on the 31st of December, comprised 5,300 chests, against 10,200 chests at the same date last year.

Tin.—After a protracted dulness and inactivity, with slightly fluctuating rates, during the greater part of the year, prices within the last three months have experienced a considerable and rapid rise. The Trading Company, at their spring sale on the 31st March, comprising 15,000 slabs, took the unusual step of withdrawing 40,500 slabs, at 55*f.* In June following the company endeavoured in vain to realize this quantity by public tender, but signally failed to do so. They were, however, more fortunate in their autumn sale on the 30th September, comprising

89,600 slabs, when they established the price of 54½f. for the whole quantity. This unforeseen result was brought about by a combination of speculators, who secured about 80,000 slabs. Upon this becoming known, a decided advance took place, as immediate wants had to be provided for. These wants being once satisfied, there appears to be no reason for prices of 64f. to 64½f., as they are now quoted, — which rates, artificially established, are necessarily looked upon as unsound and dangerous.

The total stock in first and second hands in Holland consists of 142,014 slabs Banca, against 186,677 slabs at the same date last year.

Tobacco.—The imports into this country have consisted of 14,543 hhds. American, 112,200 packages Java, and 5,020 packages of various sorts, and the stock in importers' hands at this port and Amsterdam amounts to 4,210 hhds. American, 33,200 packages Java, and 1,050 packages of other kinds.

The shipping interest has somewhat revived from a long and unsatisfactory depression. The Dutch Trading Company have chartered, during the year, 111 vessels, measuring 90,776 tons.

From a statement in the "Staats Courant" (Official Gazette), it appears that the following number of vessels and tonnage have been cleared during the year, namely:—

		Inward.		Outward.	
		Vessels.	Tons.	Vessels.	Tons.
With Cargoes	{ Dutch ..	2,961	616,257	2,174	461,326
	{ Foreign ..	4,780	1,373,557	3,061	916,473
In Ballast, Dutch and foreign	..	533	76,158	3,200	722,324
		8,274	2,065,972	8,435	2,100,123

The following is a Comparative Statement of the merchant fleet on the 31st December, 1867 and 1868:—

				1867.		1868.	
				Vessels.	Tons.	Vessels.	Tons.
Clippers	..	..	..	18	15,756	18	15,756
Full rigged ships	..	..	..	118	106,360	120	111,686
Barks	..	..	..	290	177,260	278	170,206
Brigs	..	..	..	213	50,350	225	53,200
Schooners	..	..	..	397	67,528	387	65,518
Galiots	..	..	..	291	35,514	288	34,890
Kofs	..	..	..	402	48,816	377	46,262
Various descriptions	..	..	..	385	21,642	381	21,362
Steamers	..	..	..	45	16,938	43	16,272
				2,159	540,164	2,117	535,152

Against 130 vessels, measuring 26,494 tons, lost, broken up, or sold during the year, 88 vessels, measuring 21,548 tons, have obtained Dutch registers.

On 31st December, 1868, there were building in this country 63 vessels, measuring about 23,104 tons.

The *Cattle Trade* to England has been resumed since the cessation of the cattle plague.

Railways are receiving a considerable development, and new lines are being constructed by the Government all over the country.

Rotterdam, March 1869.

NORTH GERMAN CONFEDERATION.

LEIPZIG.

Report by Mr. Consul-General Crowe, on the Trade and Commerce of Leipzig for the Year 1868.

THE industrial production of Saxony in 1868 was larger and healthier than that of 1867. There were symptoms of recovery in every branch of business, and it may be expected that we have seen the worst of the depression of past years. A middling harvest, followed by a decline in the price of breadstuffs, increased the consuming power of the population. Redundant stocks were reduced, so as to give a new impulse to languishing manufactures. To replace the market of the United States, which has become contracted for German manufactures by high duties on cottons and woollens, new markets were opened up in Asia, and money was freely subscribed to facilitate intercourse by railway with European countries and the Levant.

The fairs were well attended and abundantly supplied; and though prices were, in many instances, but slightly remunerative, there was a brisk and large interchange.

In the manufacturing districts more activity was observed to prevail,—an activity which has continued to increase in the spring of the year. The great manufacturing towns of Saxony were restored to some of their old cheerfulness, worked fuller time, and bought English, German, and Swiss yarns in greater quantities than usual for the working of their looms. The operations of their agents at Leipzig were so active in spring that they helped to establish a rise in yarns, varying between 30 and 50 per cent. above the prices of the previous winter. Wages rose, and are still rising, owing to the high rate of retail provisions as well as to other causes.

It will appear, from the following Table, that there was a larger amount of German manufactured goods at the Leipzig fairs in 1868 than for many a year before. All articles show an increase in that respect; but woollens had not been so plentiful on any previous occasion.

RETURN of the Quantities of Goods,—the Manufacture of the States of the Zollverein,—brought to the Leipzig Fairs in the year 1868.

Nos.	Description of Goods.	New Year's Fair.	Easter Fair.	Michaelmas Fair.
1	Cotton Goods	16,542	30,739	30,098
2	Cotton and Woollen Yarns	458	983	1,676
3	Iron Wares	1,156	2,963	3,869
4	Glass and Mirrors	382	1,984	2,150
5	Fine Wood Wares	182	1,985	2,185
6	Musical Instruments	121	392	415
7	Made-up Clothes	300	740	1,341
8	Copper and Brass Wares	88	357	424
9	Hardware	727	5,885	5,814
10	Leather	12,204	28,103	27,861
11	Leather Wares	605	2,263	2,612
12	Linen Goods	6,254	13,178	11,050
13	Porcelain and Earthenwares ..	519	3,009	2,941
14	Furs	141	780	979
15	Paper	647	805	1,158
16	Silk Wares	453	1,491	1,518
17	Half Silks	139	147	382
18	Straw Wares	6	413	88
19	Paper Hangings	61	200	62
20	Woollen Manufactures	36,679	54,973	72,453
21	Weighing Machines	..	310	228
22	Miscellaneous	393	850	730
	Total	78,062	152,550	170,034
	Grand Total		400,646	

In foreign imports,—of which a Table is appended,—a large increase was also noted. There were more cotton goods, hardware, iron wares, and leather wares, than in 1867; and vastly more woollens and yarns of all sorts. A great and increasing supply of straw goods was on the market,—chiefly bonnets and hats, trimmed and untrimmed, from Luton and other British manufacturing places. Specially interesting, for a proper appreciation of the expansion of the commission trade, is the increase in the quantity of foreign produce at Leipzig for exportation out of the Zollverein. More particularly noticeable in this respect are the articles of woollens, woollen yarn, and cotton yarn.

AN ACCOUNT of the Quantities of Foreign Goods, wholly or in part manufactured, and of Raw Materials for Manufactures, imported into Leipzig at and between the Fairs in the year 1868; and of those sold for Home Consumption and Exportation respectively, including the Goods remaining in Warehouse at the close of 1867 :—

Nos.	Description of Goods.	Imported.	Sold for Home Consumption.	Sold for Exportation.
<i>I. Manufactures.</i>				
1	Cotton Wares (chiefly British) .. centners	8,673	3,207	2,999
2	Hardware (coarse British), duty 4 thalers	2,383	1,868	210
3	Ditto (fine), duty 15 thalers	387	230	88
4	Ditto (finest), duty 50 thalers	176	149	27
5	Silks and Half Silks	2,697	1,102	959
6	Woollen Wares, duty 30 and 25 thalers ..	3,980	1,544	1,635
7	Ditto (including Carpets), duty 20 and 10 thalers	18,252	8,649	5,583
8	Cotton Yarn	56,657	39,721	9,107
9	Iron Wares (coarse)	5,084	4,451	205
10	Glass	2,806	2,747	53
11	Instruments	3,124	3,094	17
12	Clothes and other Articles of Dress ..	1,263	749	263
13	Copper and Brass Wares	83	70	1
14	Leather and Leather Wares and Lacquered India-rubber Wares ..	2,746	1,866	515
15	Gloves (Leather)	7	7	..
16	Linen Yarn	4,295	3,855	246
17	Linen (bleached) and Linen Clothes ..	1,446	634	493
18	Paper and Paper Wares	602	571	15
19	Silk (dyed)	124	124	..
20	Straw Wares	149	149	..
21	Straw Bonnets and Hats (un-trimmed) pieces	20,403	15,738	1,933
22	Ditto (trimmed)	1,878	1,244	560
23	Porcelain and Earthenware .. centners	666	577	43
24	Oil Cloth and Leather Cloth	3,576	2,140	748
25	Woollen Yarn	68,704	49,492	10,999
<i>II. Raw Articles.</i>				
26	Cotton centners	38,893	..	..
27	Wood Wares	1,459	1,457	..
28	Drugs, Chemicals and Dyes	45,598	21,708	1,430
29	Hides, Skins, and Furs	54,679	21,393	41
30	Palm Oil and other Oils	27,066	17,685	107
31	Sheep's Wool	21,360	..	..
32	Miscellaneous	27,893	5,655	23
	Total	404,828	194,894	35,807

The dulness which marked the yarn trade in the last months of 1867 continued throughout January 1868. In February, the Saxon manufacturers roused themselves from their previous torpor, and orders were sent to Leipzig in large numbers in March and April. In a short time, 60 doubles (Manchester) and 30 wefts (Bradford) were quoted 50 and 30 per cent. higher than in the previous December. Till July, prices remained firm, when 60's came down to 17*d.* per pound, and remained so till the close of the year; whilst, within the same period, 30 wefts also declined in a less degree. Of the rise in May, 25 per cent. for 60, and

8 per cent. for 30, was then lost; but on the whole, the yarn houses at Leipzig made remunerative trade, and large transactions took place, especially in September and October,—the period of the Michaelmas fair. I have quoted 60 doubles and 30 wefts, because they are the only yarns of English make that are in constant demand here. It is to be observed that French woollen yarns are getting more and more in repute, and superseding English wefts; and this was observable more particularly towards the close of 1868. The cause may be found in the gradual closing of the American market to Saxon woollens in which English wefts are used. Were it possible to procure a reduction of the United States' tariff on woollens, Saxon manufacturers would return to the fabrication of stuff suited to that market, and English spinneries would gain something by the change.

The wool trade remained depressed during the year. At all the summer markets in Prussia, a heavy decline in prices for wool was noted; and at Gera, as well as at Dresden and Leipzig, in June, quotations were lower by one or two thalers per stone of 5 centners,* than in the previous twelvemonth. $10\frac{1}{2}$ thalers were paid for common sorts, $12\frac{3}{4}$ for best. General discouragement may be remarked amongst agricultural men when the subject is broached. They talk of giving up the production of fine for middle-fine wools, and substituting the German merinos for South-down and French merinos, so as at least to get something from the meat of their flocks.

In the silk trade, it is usual to begin the year in spring. As the value of the cheap silks of 1867 rose without intermission, they attained a high price in March 1868. The harvest of 1868–69 was larger than previous ones, though still below an average; but cocoons had been dear, and the resulting silk was dear also. There were some who anticipated a decline from high quotations, and in this view they were partially correct; but the fall was in reality inconsiderable, owing to fashion. It is the fashion to wear satin, velvet, and heavy silks, in the manufacture of which the best European sorts have been hitherto woven. European sorts kept their price in consequence, whilst Chinese and Bengalee receded; but as European became scarce, there was a necessary demand for Asiatics, with which heavy silks were now made somewhat successfully. In this way, the prices of Europeans and Asiatics were brought nearer to a common average, which is but little more than 10 per cent. below the highest quotations of Europeans in the spring of 1868.

The silk manufactories of Saxony were not largely supplied with orders during the greater part of the year. They entered upon a new period of activity in the winter that has just expired.

Spun silk stuffs had a great run in the early part of 1868, and rose, in the course of a few months of summer, from 14 to 21 francs. Spun silk yarns rose in consequence, and the consumption of them in spring and the hot months was enormous; but fashion soon changed, and spun silk threatens to fall into its previous obscurity of unfashionableness.

The harvest in Saxony was below an average, but still sufficiently large for all practical purposes. What failed most universally was pasture; and as straw was thin and short, cattle and sheep suffered. The noticeable features of the year are the gradual decline of corn-prices to the level of former years, and a heavy fall in the value of cattle and sheep. It is scarcely necessary to say that here as elsewhere the seasons were abnormal. Winter was severe, with intermittent sharp frost and weight of snow, and mild weather with thaw and damp. In spring, dry winds and hoarfrosts. At Easter, snow fell in large quantities, saturated

* 1 centner = $110\frac{1}{4}$ lbs. avoirdupois.

the ground to a considerable depth, and impeded cultivation for several weeks: thus snow was the last moisture on the land for months, for when rain came it fell usually over a very small area, and insufficient in quantity. The drought and heat were so serious that forest fires frequently occurred. Large sums were spent in clearing strips through which railway lines pass, and in making ditches to arrest the progress of fire; but in spite of all these precautions some accidents occurred. The great heat, however, was advantageous in some respects. It brought up the wheat and rye crop quickly, killed all symptoms of disease in the ears, and produced a crop deficient in amount of straw, but full of weight in grain. Barley, oats, and peas yielded in proportion to the amount of moisture which they got in the summer months. Patches favoured by moisture produced abundantly; others were dried up. The highlands of Saxony were more favoured by showers and dew than the plains. Beet was greatly injured by drought. Potatoes yielded well, and with a large proportion of starch.

Within the last fifty years Leipzig had lost all importance as a corn-market, Halle on the Saale monopolizing the trade in barley, and Cöthen that for wheat, rye, and spirits. For some years past it has become apparent that Cöthen is no longer the centre of a corn-growing country, agriculturists having taken to beet-growing for sugar. This year the corn-market of Cöthen was transferred to Leipzig, and was visited in August by representatives of all the largest firms in Central Europe. The following Table shows the gradual decline of corn-prices towards the close of the year:—

Sort of Grain.		Quarter ended March 31.	Quarter ended June 30.	Quarter ended Sept. 30.	Quarter ended Dec. 31.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.
Wheat	.. per Imperial Quarter*	3 11 0	3 5 11½	3 8 10	2 8 7
Rye	 "	2 13 4	2 4 2½	2 12 7¼	2 2 4½
Barley	 "	1 18 7¼	1 15 10¼	2 0 0¾	1 16 3½
Oats	 "	1 6 0	1 4 8	1 5 10	1 5 2¾
Potatoes	 "	1 3 2½	.. ..	.. ..	.. ..
Rape..	 "	3 4 9¾	2 19 8½	.. ..	.. ..

The statistics of the book trade at Leipzig show that one-sixth of all German books is published here. The increase of the trade is exhibited in this,—that in 1789, 355 works, in 1859, 1,582 works, were sent from Leipzig presses. Some of the Leipzig periodicals have an enormous sale: the weekly "Gartenlaube," for instance, which circulates 280,000 copies. There are at present in Leipzig 47 printing establishments, which employ 1,000 men, 450 women, and 300 apprentices; 100 binding-shops employ 400 binders, and 160 apprentices. The music-printers, headed by the firm of Breitkopf and Härtel, print one-third of all the music published in Germany. The Book Exchange at the fairs is visited on settling day by booksellers from all parts of Germany. At the Easter settling day, in 1868, 3,500,000 thalers changed hands; and it is calculated that the yearly business exceeds 1,000,000*l.* sterling. Leipzig has become a recognized centre for bookselling, so that firms established in various parts of Germany have their depôts here. Of these depôts there are no less than 1,282.

* The weights per Quarter are as follows:—

Wheat	487 lbs.	Rye	458 lbs.
Barley	400 "	Oats	284 "

Three lines of railway have been finished in Saxony during the year. A small branch has been thrown out from Zittau to Gross Schönau. The loop line from Leipzig to Dresden, through Grimma Döbeln and Meissen, has been completed; and a direct junction of the eastern and western net of Saxon lines has been affected by the opening (March 1, 1869) of the railway from Flöha to Hainichen. The State railways in Saxony are now the Sax-Bavarian, with a branch to Zwickau, 120 miles; the Riesa-Chemnitz-Zwickau, with a branch to Gössnitz, 80 miles; the Sax-Silesian, or Dresden-Görlitz, 45 miles; the Voigtland, 39 miles; the Dresden-Freiberg-Chemnitz, 50 miles; the Sax-Bohemian, or Dresden and Bodenbach, 40 miles; the Chemnitz-Annaberg, 35 miles; the Zwickau-Schwarzenberg, with a branch to Schneeberg, 30 miles; the Wiesa-Hainichen, 10 miles; the Zittau-Grosschönau, 5 miles.

There are very few features by which we can distinguish the money business of 1868 at Leipzig from that of 1867. Discount remained at 4 per cent. all the year round, and heavy loans were subscribed every month, so that it is clear that few investments were made in ordinary industrial undertakings. That discount remained nominally for twelve months at the same rate in Berlin and Leipzig is no proof that transactions were invariably at that rate. It shows only that money was plentiful, and that the Banks were free from the pressure attendant upon a sudden expansion of industrial enterprise; but we are bound to bear in mind also that the official discount and the real discount were generally different, that the Bank of Prussia discounted all the year round under 4 per cent., and that the real quotation here varied from 2 to $2\frac{1}{2}$ and 3 per cent. As peace seemed precarious, and it was desirable to check any tendency to rash speculation, the rate was maintained officially high, whilst it was reduced in daily practice to a lower figure. A proof of the abundance of capital may be found in the facility with which subscriptions were opened for State loans and railways. No single year witnessed so large a number of operations for raising money on shares and debentures as 1868. When manufactures resume their activity, as they are now doing, we shall observe a reaction; and private savings will not find their way so easily into their present channels. The hard times with which landholders and house-owners had to contend are nearly over. The general impression is that Germany is settling down into its new organization, settling down slowly and perhaps awkwardly, but still with effect. Money is for that reason easier to find for a mortgage than it was. Still the interest remains high, and will remain so, so long as the interest on paper effects keeps its present rate. The earnings of the large German Banking Companies have been large from interest on the emission of loans and shares in new railways. The gradual increase of public confidence facilitates the issue of notes, which is in favour of the Banks of Issue. The Discount Banks will all have made dividends of 7 to 10 per cent., the Banks of Issue of 5 to 7 per cent. Notwithstanding the advantages of having money at call in Banks, the German public does not avail itself of any facilities for that purpose. It is calculated that 2,500,000 dollars is the highest amount at which deposits in Saxony exist.

The following is a Table of the monthly average of exchange on London throughout the year:—

				At Seven Days.	At Three Months
January	..	..	..	6 24 $\frac{7}{8}$	6 23 $\frac{7}{8}$
February	..	..	..	6 25	6 24 $\frac{1}{2}$
March	..	..	..	6 25 $\frac{1}{2}$	6 24 $\frac{3}{8}$
April	..	..	..	6 25 $\frac{3}{4}$	6 24 $\frac{1}{2}$
May..	..	..	..	6 25 $\frac{1}{2}$	6 24
June	..	..	..	6 25	6 23 $\frac{7}{8}$
July	..	..	..	6 24 $\frac{1}{2}$	6 23 $\frac{1}{2}$
August	..	..	..	6 24 $\frac{7}{8}$	6 23 $\frac{3}{4}$
September	..	..	..	6 25 $\frac{1}{2}$	6 24 $\frac{3}{8}$
October	..	..	..	6 25	6 23 $\frac{3}{4}$
November	..	..	..	6 24 $\frac{1}{2}$	6 23 $\frac{1}{2}$
December	..	..	..	6 24 $\frac{5}{8}$	6 23

The Chamber of Commerce here has decided in favour of changing the metallic base in Germany from silver to gold. It has requested the Prussian Government to erect a branch establishment of the Prussian Bank at Leipzig, and it has voted against the proposal for abolishing the Consular Courts in the Levant.

Leipzig, April 6, 1869.

NORWAY.

Report by Mr. Consul-General Crowe on the Spring Herring Fishery on the South-West Coast of Norway for the Spring of 1869.

THE result of the spring herring fishery, which has just been brought to a close, is estimated at 681,000 barrels, which, at the average price obtained, will have given to the fishermen employed the sum of 924,000 sp. dls. for the fish caught, besides their earnings in salting, packing, &c., which, together with the value of the fish, will give upwards of one million of specie dollars for the six to seven weeks during which they have been employed. The result, therefore, to the fishermen and labouring community, appears to have reached a full average one.

The result to the merchant or exporter has still to be proved. It is usually estimated that for every 125 barrels of fish caught, there will remain 100 barrels for exportation. The 25 barrels are calculated to be the amount retained for home consumption, and allowance for subsistence. For the sake of comparison I give the catch the last six years :—

				Catch.	Exported.
1864	..	..	..	687,000	550,000
1865	..	..	..	789,000	631,324
1866	..	..	..	747,000	598,215
1867	..	..	..	599,000	479,422
1868	..	..	..	612,000	489,494
1869	..	..	..	681,000	..

The above figures merely refer to the spring herring fishery, and not to what is caught during the season to the north, and exported from the northern provinces.

This year's fishery has given rise to much speculation with respect to the future, as to time and locality the fish may resort to. The precursory appearances which usually indicate the proximity of the herring to the coast have for some time been observed to become later every year. The present, however, is the first year that any importance has been attached to this circumstance, owing not only to the unusually protracted period, but to the fact of the main shoals of fish having selected new ground. This circumstance has especially attracted the notice of the old and experienced fishermen, as well as others conversant with the history of the fisheries.

It has been found on investigation that the shoals are resorting to old and almost forgotten fishing grounds, both to the north and south of Bergen. Whether this is owing to the unsettled and exceptional weather which has characterized the last two winters, or to other undiscovered causes, remains to be proved. In the meantime this divergence from what had been the rule for a series of consecutive years has entailed much loss of time, as well as money, to those who had massed themselves in the usual localities. It has entailed a loss likewise on the proprietors of the salteries which had been constructed at certain central spots, but which this year have been found to be too far removed from the seat of the most productive fisheries.

However seriously many may have suffered by the loss of the gain they had expected, it is satisfactory to find that the fish have not left the coast, or diminished in quantity or quality, however erratic they might have been in their movements. In other respects the fishing, on the whole, has been more abundant than usual, as it has extended nearly all round the coast.

In Nordland and Finmark the herrings were of a larger size than those caught on the south-western coast.

As the inhabitants along the latter part of the coast depend mainly for their support on the herring fishery, it is a matter of satisfaction that the fish has not abandoned the coast or decreased in numbers, but from some natural instinct has sought a locality it had for years forsaken. It is of less importance as Government has already, and will no doubt still further extend, the telegraph system to all the localities the shoals are likely to resort to, so that the fishermen will be immediately apprised of their presence. The wire has already conferred great benefits on the fishing community; and the small steamers which ply in the district during the fishing season enable the fishermen to move with tolerable celerity from one locality to another.

Formerly an obstinate prejudice existed among the fishermen that steamers frightened the fish away, but this has been completely eradicated.

I have so fully explained, in my earlier Reports, everything of interest concerning the fishing, both as to regulations, system, mode of fishing, as well as appliances in use, that it would be superfluous to go over the same ground. In the meantime the only improvement that has taken place is in the construction of their sea-going boats.

Some new regulations are proposed by the Storthing for the government of the fisheries, but these have not yet passed into law, and consequently not promulgated.

The Loffoden cod fishery is now in full operation; and, judging from the official reports to Government, is likely to be a favourable one. In due course the result will be communicated.

The ichthyologist, Professor Sars, who has devoted great attention to the fisheries, and sojourned at Loffoden during the fishing season, with a view to the study of the habits and natural instincts of the cod and other fishes, has lately published some notes on the spawning of sea-fish. He declares that it is a mistake to imagine that sea-fish in general cast their roe at the bottom of the sea, that the contrary is the fact, that the operation of spawning takes place on the surface, and that the roe floats about during the period of development.

He asserts that not only the cod, but also the mackerel spawn in the same manner, a short distance from the shore; and it is, he says, not unfrequent that you will find a variety of fish performing this operation at the time with the mackerel.

Intermixed with the roe of the mackerel, he declares, he has seen the roe of six other kinds of fish: among these the gurnet (*gurmandus*).

In the spawn of the cod and mackerel, each roe (egg) will be found to contain a drop of oil, which lessens its specific weight so that it is sustained on the surface. This drop of oil is present during the whole period of development. Even after the fry has escaped, the drop of oil will be found in the maternal shell.

The mackerel, he says, can be distinguished by a yellow spot on the back of the eye, not yet furnished with pigment.

The theory of Professor Sars is not applicable to all fish, as it is well known that the herring seeks the shore and inner waters, and that the female fish deposits its roe safely amidst the sand and gravel, where it is not easily disturbed.

The fecundity of the cod is beyond conception. It is well known that they seek within the Loffoden Islands in dense shoals, generally in two or three tiers one above the other, for the purpose of spawning. The fish are of an uniform size; and during the brief period that the fishing lasts between 20,000,000 and 30,000,000 fish are caught, which are cured for the foreign market. The roes of the fish thus taken are slightly salted and shipped off to France, there to serve as ground bait for the sardines. Between 30,000 and 40,000 barrels are shipped off annually for this purpose.

March 31, 1868.

PORTUGAL.

ST. MICHAEL'S.

Report by Mr. Consul Vines on the Trade and Navigation of the Azores, for the Year 1868.

IN the last triennial Report, which I had the honour to submit, respecting the commerce, shipping, and general condition of these islands, I had occasion succinctly to exhaust the principal matters of interest in a public point of view, whether as to local progress, or as to the relations of navigation and mercantile development.

Amongst the prominent questions which present themselves for consideration, in view of the geographical and mid-oceanic situation of these islands, is obviously that of secure roadsteads, if not harbours of refuge, for the shelter of disabled vessels, yet beyond reach of continental coasts; and, under the head of "Public Works," I had to allude to the lingering and imperfect construction of the mole or breakwater at Ponta Delgada, St. Michael's.

In the absence of any mercantile change, since the date of my last Report in question, which would appear to require especial notice, there have been exceptional circumstances of season, in a meteorological sense, which have occasioned an unusual proportion of maritime casualties, since the month of October 1868, and which have added to the immediate importance of works such as those of the breakwater.

It is also worthy of remark, in reference to the general provisions for security which have been adopted of late years on the coasts of Europe, by careful digest and application of the law of storms, as exemplified in comparison of contemporaneous disturbances in the course of atmospheric tides at different and distant points; that the majority of the most violent gales, reported to have lashed the British and Irish seas during this season, appear, as to their centres of rotation, to have followed a more than usually northerly track, insomuch that these islands have not actually been exposed to the extremest violence of some of the successive hurricanes which have prevailed between the 45th and 55th parallels of north latitude.

The exceptional warmth of the season, in north-western Europe, at the same time, appears to indicate so strong a preponderance of the equatorial atmospheric current, as having received a more than customary volume from the excessive radiation of the last season, has acquired its accumulated impulse northward from a more westerly region, or in fact, from the continent of South America, instead of the torrid belt of the Atlantic; so that before the condensation and precipitation of the current, it had already overpassed the latitude of the Azores to the westward.

The result has been observable in the greater number of casualties, which, having occurred to shipping to the westward and northward, have forced them for shelter hither, where, with one or two exceptions, we have escaped the worst fury of the gales, and the phenomenon has been illustrated by the peculiar prevalence of easterly winds in our approximate latitude, on the southern verge of the most violent of

rotating storms northward, whilst the gales were in full force from the westward and northward in the British Channel.

The application of such observation and example, at the same time, seems to add to the importance of these islands as a resting place of comparative security in the most tempestuous seasons experienced in the North Atlantic Ocean. For artificial appliances apart it may not unreasonably be suggested that the weather should be comparatively fair here, just at those periods when it is at its worst on both continents, east and west, and over the area of the ocean to the north.

The more these islands should become frequented, however, for security, the greater will be the importance of effectually protected roadsteads, not to add, also, of appliances for the proper repair of disabled vessels.

Unfortunately the breakwater (as I have heretofore lamented) is still being constructed of materials the least appropriate, according to the method in which they are being used, and with a want of solidity which renders it so far worse than useless.

During one violent gale very recently, as I had apprehended would be the case, a portion of the structure was fairly washed away, and contributed, in its destructions, to the wreck and complete loss of a fine new British steamer and another vessel, which were moored within the insidious, false shelter of the mole, and which were accordingly left a helpless prey to the breakers, so soon as the shifting ridge of pumice-stone gave way, whilst the inner anchorage itself was promptly converted into a dangerous reef by the accident.

It will be in remembrance that I have previously had occasion to warn British shipmasters against confiding in such moorings upon the threat of heavy weather, and so thoroughly, indeed, are the Portuguese mariners frequenting this place aware of the danger, that they make it a practice to lie off in the outer roads, whence they can obviously put to sea with less risk, although they may, at times, be subject to greater delay in discharging and embarking cargo.

Now, considering that British shipping and merchandize are subjected to special imposts for the construction and maintenance of the mole, which, if properly effected, would indeed be a great boon, it does seem but reasonable that British interests should be heard in remonstrance as to this chronic evil; whilst the reclamation becomes all the more forcible, upon consideration of the fact that an effectual breakwater at St. Michael's would be of eminent service to the whole ocean-going shipping of the world, and, as a consequence, to the large stakes committed to peril in the way of marine insurance.

The necessity of proper docks, or slips, for careening and repair, is subordinate to the first essential of shelter. Yet in view of the circumstances that the Azores offer no market for large quantities of miscellaneous derelict merchandize, nor any facility for advantageous storage and transhipment, whereas they are not within available access of any European port, where proper appliances do exist, although, at the same time, they are on the high way of maritime disaster, the desirability of some good repairing and refitting station at St. Michael's, occurs as self-evident; and, accordingly, I much regret that the strenuous efforts which for some years I have devoted to the institution of such conveniences, has been foiled by the interposition of what have seemed to be exaggerated personal interests.

No estimate which I could fairly tender of the losses annually inflicted upon British capital, commerce, and shipping, by this want of appliances, in themselves really simple, and comparatively of trifling cost, could appear otherwise, to those who are not constantly here, than

nighly coloured ; yet experienced persons will not be slow to discern the importance of the question, when I state generally that by far the greater part of ocean-going cargoes, even if actually little deteriorated by sea damage, which may have the misfortune to alight on the Azores in vessels that cannot put to sea again without repairs below the water-line, is virtually a dead loss, seeing that even transshipment (subject as it is to little less than penalty for exertion) is exposed to hazards that generally preclude its being attempted.

And I would even venture to affirm that a percentage upon the actual loss incurred in any given year, would probably defray the cost of providing a suitable repairing station, secure of itself to realize a most remunerative return, whilst economizing at least two-thirds of the sacrifices now consequent upon every disaster.

On the other hand, it is due to Sir John Rennie, and to all those who have devoted their efforts and skill to the construction of proper protection and appliances, that I should acknowledge how inadequate has been the encouragement they have received, if not how effectually their exertions have been thwarted by the personal jealousies, to which their complete success would have been obnoxious.

As regards the movements of produce and merchandize, and the ingress and egress of shipping, there is little or no comment to add to my last foregoing Report.

There has been a small aggregate increase in the totals of imports and exports, but certainly no evidence of any noteworthy activity.

The share of Great Britain in the commerce is really on the decline, or, at least, unimproved ; in some measure, owing to the superior encouragement afforded to French manufacturers by the recent modification of the Portuguese Tariff, especially in their favour.

A remarkably fine fruit season has been prejudiced by too early, or excessive, maturity, and followed by the continuance of weather unfavourable both to the preservation and shipment of oranges ; so that not even the change which has occurred in the substitution of steamers in lieu of sailing schooners, whereby the transport of fruit to market in England has been rendered more certain and expeditious, has compensated for the losses due to unusual casualties.

Moreover, as the last summer was remarkably favourable to the development of the utmost excellence of the oranges, although the fruit, notwithstanding its perfect maturity, has turned out to be inferior to that of some crops, it cannot escape the attention of close observers that the orange gardens have never completely recovered the deterioration consequent upon the lagrima and other plagues, by which, coincidently with the oidium of the vine, they were afflicted. The oranges have not, in fact, their pristine flavour, or their capacity for preservation, any more than the potatoes or the grape produce of latter days in other parts.

It is as much beyond my province as the reach of my practical investigation to what precise cause (probably in the electro-magnetic condition of the atmosphere) these phenomena may be due ; yet that they are coincident is obvious, and therefore they may deserve the pains of research, to which end I mention them.

St. Michael's, February 13, 1869.

R U S S I A.

KERTCH.

Report by Mr. Consul Barrow, on the Trade and Commerce of Kertch during the Year 1868.

IN a town and district to which both enterprise and capital are strangers there can of necessity be but little progress to report.

The amount of shipping at Kertch has been larger than in former years. Since the opening of the navigation 68 English steamers and 2,153 vessels in all (of which 377 English ships, the total tonnage of English vessels being 133,070) have passed up the Sea of Azoff, many of them returning in ballast, although provided with charter parties, which merchants repudiated and set aside *ad libitum*, knowing well how small would be the chance of a British shipmaster were he to attack them before a Kertch tribunal.

On the whole, it may be said that the year 1868 has been a most disastrous year for the shipping, owing to failures, to charter-parties set aside, and to a more than usual severity of the elements in waters, which at best are treacherous, and where the *αἰετος* (as the Azoff was formerly called, or the inhospitable sea) so well supports its name and character, rendering it an undesirable resort for shipping. The greatest known depth being eight fathoms, while in many parts there are only four or five fathoms, and when the wind blows down, the water decreases so much that ships which were riding at anchor a few hours before in deep water find themselves on the ground.

As to ports, harbours, lighthouses, and lights, they remain as everything else, in *statu quo*. There is no ship-building in these shallow waters. But a Russian merchant, M. Stavashoff, has gone to some considerable expense in making ships and other necessary constructions to enable ships to be hauled up for repair, as well as having numerous floats, and rafts for caulking ships afloat, and in all instances which have come under my immediate superintendence, or observation, he has been very successful.

The trade and commerce may be judged of by the following epitome of imports and exports.

The imports for 1868 amounted to about 267,553 roubles, or 35,674*l.*, the principal articles being coal and machinery, the former an annual and certain item of import for the Russian Company's steamers and others, the company finding a good market for disposing of their superfluous stock to a considerable advantage; the latter is only an ephemeral article of import, and is never likely to be repeated, as it was purchased with money borrowed from the Russian Government, *ad hoc*: namely, to carry out a scheme, which, if not altogether visionary, has hitherto produced nothing but grief to all concerned, either directly or indirectly in it.

Beyond the above-named merchandize, Kertch receives nothing but firewood and eatables, such as oranges and lemons, olive oil, dried fruits and vegetables, preserves, &c. Drinkables are found on the spot in superabundance.

The exports consist principally of grain, to the value of 330,000 roubles, equal to 44,000*l.*, of barley, wheat, linseed, rye, buckwheat, and flour; also salt, salted fish, caviar, and birdskins.

The whole value of exports may be estimated at 375,000 roubles, or 50,000*l.*, being considerably less than three years ago.

The domestic trade is as usual, fishing, fish-drying, quarrying stone, building, and lightening vessels over the bar, a trade more lucrative than any other, as all our shipowners must know to their cost.

The market prices have risen in every item, the necessities of life being in some instances double the amount they were sold for last year. Rates of exchange cannot be said to exist in a town where there is no public exchange or "bourse," no credit, and where a solitary little bank, which refuses to exchange a Bank of England note (though they offer to lend money on it for interest) is content at the close of the year to show a balance on the credit side of something less than 100*l.*

There is but little agriculture practised in this district, and that little by Tartars and German emigrants.

The population shows a marked tendency to increase, but the number of murders, assassinations, and suicides keep it at par.

There are no public works, except the battery, which progresses very slowly. An attempt has been made to repave the main street, which resembled more a boulevard at Paris, after the revolutionary barricades had been levelled, than anything else to which it can be compared.

The college, or gymnase, is to be increased, this having become necessary owing to the augmentation of scholars, under an energetic and zealous director, who, in return for his services, has lately been appointed Counsellor of State.

Breastwork masonry has been placed round some of the wells, which were formerly on a level with the ground, in the principal streets, where people occasionally fell in, causing inconvenience to themselves, as well as to the public, who receive their supplies of water from these wells.

There are no other improvements in Kertch, nor are there likely to be, as nobody seems to take any interest in the amelioration of the town.

Crime has been fearfully on the increase during the last year. Robberies, murders, and suicides succeeding each other, and although the police are unwilling to make known the amount, it is supposed that not less than fifty people have been murdered, some in broad noon-day, and in frequented places, and about twelve have destroyed themselves, and these latter principally among the better classes—generals, colonels, and young ladies having figured in this unenviable list, and on each occasion with revolvers.

The police, about seven in number, are in every respect inefficient, they are not sufficiently numerous, and the few are constantly in a state of intoxication.

Such is the sad but true condition of Kertch, and will be readily recognized by everyone who has had the calamity to sojourn in it. Its distance from the capital, its heterogeneous population, its want of administrative power, render it equal to its opposite neighbour, the inhospitable Caucasum, while the poverty of its merchants, and the usurious interest gained by the few who have money, and become money-lenders, receiving frequently as much as 10 per cent. per month for their money, render hopeless any improvement in legitimate business, and reduce it to a black spot on the earth, where each seeks his own, and none strive to improve the mercantile, social, or moral condition of this panticapæum. And it appears strange that, in a territory which occupies a superficies of more than 20,500,000 square kilometres, or about one twenty-fifth of the whole globe, there should exist a country so totally different to any other part of the known world, and so little disposed to follow the march of progress.

Subjoined is an extract of a report from Mr. Vice-Consul Barker, of Theodosia, which is of sufficient interest to quote.

The establishment in this district of a new administration for affairs of the municipal and rural population *ad instar* of the rest of the empire, being now fully established, I have the honour to report to you the nature of its constitution and its functions.

This administration is called "Zernsky-Uchrejdesria," or rural administration; its bureau is placed in the principal town of each district, and it has municipal duties and functions as well as rural.

It is composed of a Board of 31 persons, chosen by the inhabitants of the district, in the following proportions: 15 by the landed proprietors, who possess from 200 to 475 dissiateens of land; 10 by the peasants, and 6 by the town people.

The number of persons forming this Board, as also the extent of land to entitle to a vote, differ in every part of the empire, according to the different valuation of land; but these, however, are all fixed by a particular ukase from time to time.

The 31 individuals composing this Board at Theodosia choose, every three years, three members from among their number to serve, during three years, as a working Committee of Administration, and these are paid a salary, as are also the secretary and clerks.

This Administration takes cognizance of all matters, with the exception of those which regard the "Dooma" (mayoralty), the police, the quarantine, the Custom-house, and the civil and military tribunals.

Its duties and functions are as follows:—

1. The supervision over all landed property and capital in the district, together with the levying of those taxes which have been specially placed under its control, and the destination and disbursement of such taxes.
2. The contruction and repair of the bridges and roads in its district.
3. The means of providing and increasing the supplies of food, and means of subsistence of the population.
4. The superintendence of hospitals, and all other ways of assisting the people, diminishing pauperism, and the building of churches.
5. The supervision and control over all matters relating to insurance companies.
6. The encouragement of commerce, manufactures, and industry in general.
7. The inquiry into all rural farms, in the manner established by law. The furtherance of public instruction, the public health, and the inspection of prisons.
8. The means of preventing cattle plague, and other disorders of cattle.
9. The execution of the requisitions made by the military and civil authorities; the supervision of the postal service, and postal retribution to the Government.
10. The allotment of that part of the taxes of the empire which has been placed under its administration.
11. The levying also of all provincial taxes, following out strictly the regulations established for this service.
12. To keep the superior authorities informed of all requirements of the inhabitants of the district, and of their domestic relations.
13. The surveillance over the elections of the Board and employes of this Administration, and the amount and payment of their salaries.
14. The careful and strict execution of such matters as shall be referred to this Administration by the superior authorities.

The Government of the "Tauride" (Crimea) is divided into four districts, and each district has a separate "Rural Administration."

The Board or Committee is independent of the Governor of the "Tauride," but the Governor has the right of protest against any decision or act of the Board or Committee, and in that case, the matter is referred to the Senate at St. Petersburg, through the Governor, for its final decision.

The Governor has the right of inquiry, and investigation, and the power of compelling the Board or Committee to act and carry out its decisions.

This, as far as I have been able to learn, is the constitution of this Administration, but some of its duties are still in abeyance, and will require time for their full development.

Kertch, March 20, 1869.

SPAIN.

ALICANTE.

Report by Mr. Consul Barrie, on the Trade and Commerce of Alicante, for the Year 1868.

DURING the past year the trade at this port has not increased. The number of British vessels was, in—

				Ships.	Tons.	Value of Imports.	Value of Exports.
						£	£
1867	..	..	..	108	24,039	34,833	43,344
1868	..	..	..	86	21,869	34,631	47,931

The increase in the value of imports was caused by the arrival of some British vessels with wheat from the Black Sea; and although the official report by the Spanish authorities has not yet been published, it appears by a statement, kindly furnished to me by the Comptroller of Customs, that the duties on goods imported, and port duties, which last year amounted to 70,752*l.*, have this year been 88,282*l.*, exclusive of railway material and fuel, imported free; but it should be observed that, after the revolution of September, the Provisional Government, on the 11th of October, abolished the system, established since May 1862, of forwarding, in sealed wagons, all goods for Madrid, to be dispatched in the Custom-house there,—a system which was found much exposed to frauds on the revenue; and consequently, during the last two months, the duties at this Custom-house have somewhat augmented.

Owing to the failure of the grain crops in the major part of the country, the importation of wheat and flour at the different ports, according to an official document, have been, from 22nd August, 1867, to 10th January, 1869, 11,134,372 fanegas of wheat, and 7,128,377 arrobes of flour,—equal to 2,125,285 imperial quarters, and 1,613,850 cwts.; the estimated value of which amounts to 7,303,081*l.*, and 1,647,401*l.* sterling.

The exportation of esparto grass, chiefly to England, has largely increased,—10,425 tons having been shipped, against 2,513 in 1867,—owing to the fall in freights, and the system now generally adopted of pressing the esparto to reduce its bulk. The average price of this article, free on board, has been 4*l.* per ton. By decree of the Provisional Government of 22nd November last, all port dues have been reduced to a uniform charge of 10 reals per ton on goods imported, which is very nearly the same as was exacted before, under the different denominations of anchorage, loading, and unloading, lighthouse and sanitary dues; and, in order to encourage exportation, no port charge whatever is now exacted on goods or produce exported, which will be an acceptable boon to vessels loading articles of such small value as esparto.

The exportation of wine to foreign countries during the last year has amounted to 112,422 hectolitres, or 2,473,284 gallons, the average price of which, free on board, may be computed at 8*l.* per gallon, exclusive of

the value of the casks, and of the brandy usually employed to reinforce the wine for exportation. The quantity shipped to the United Kingdom continues to be very trifling, in consequence of the high duties imposed there according to the strength; and as the wines of this district generally exceed 26° proof, without adding spirit, the duty amounts to 2s. 6d. per gallon, or 375 per cent. on the real value of the article here. The exportations last year have been chiefly to France, where the crops have partially failed, to Italy, and to the Island of Cuba.

The works for enlarging and deepening the harbour may now be considered as finished, only a small part of the inner facing of the counter mole remaining on hand, which will be concluded in a few months; and vessels drawing 23 feet now discharge in the Port.

In the other ports of this Consulate, the exportation of produce has augmented.

From Valencia that of oranges steadily increases; and from Denia, Javea, and Altea, 360,840 cwts. of raisins have been shipped,—four-fifths to British ports, and the other fifth to the United States and France. This branch is now managed by an association of the farmers; and I understand the results this year have been unfavourable.

Alicante, March 16, 1869.

PORTO RICO.

Report by Mr. Consul Cowper on the Trade and Commerce of the Island of Porto Rico, for the Year 1868.

THE year 1868 commenced before the great physical disturbances of 1867 had entirely subsided, and ended with the Spanish and local Revolutions still in progress; it was natural, therefore, indeed inevitable, that not only the commercial and monetary but the whole political and social relations of the island, should have been thrown into confusion; it is no easy matter even in ordinary times to describe in intelligible terms the real state of the trade and commerce of this rich and populous island. To those unacquainted with it, it must appear a mass of contradictions; in the first place, it possesses an external commerce of the value of 5,000,000*l.* sterling, the imports apparently exceeding the exports in value, and yet remaining in a healthy and solvent state; secondly, as regards ourselves, there is an immense British commerce, with no British merchants to conduct it, a large import of British goods, with a small export of produce to either Great Britain or her possessions; and yet so far from remittances being made to meet the balance of trade, nine-tenths of the commercial bills are drawn upon London or Liverpool.

The excess in the value of imports over exports is, however, only apparent; the former are taken from the Custom-house, where each article is specified in an absurdly protective Tariff at exaggerated valuations, with the view of deriving a larger revenue upon the *ad valorem* system; whilst on the other hand, the exports are always declared beneath their true value, that the planters may thus escape taxation; the island, therefore, always appears to have a balance against it, which is decidedly not so in fact.

I have said that there is an immense British trade without British merchants; I have drawn attention to this fact in my former Reports, but the want remains unremedied: whether the Spanish commercial and religious laws deter Englishmen from residing here or not, I do not know, but it is a remarkable question for solution, why the same energy which will take them to the most arid, unhealthy, and poverty-stricken places, in search of "an opening" should disappear, when such a field as Porto Rico, with its 700,000 inhabitants, its comparative healthiness, and its 5,000,000*l.* of foreign commerce, and twice as much of internal trade, offers itself to their enterprise.

The last contradiction to which I have alluded, that all commercial bills, or the greater part of them, are drawn upon England, notwithstanding that the imports from Great Britain exceed in value the exports to it, may be thus accounted for—in the first place, the excess is not so great as it appears; and secondly, the United States are in an exactly opposite position to ourselves in their trade with Porto Rico, the amount and value of their exports greatly exceeding that of their imports, and yet no bills are drawn upon the United States, in payment of the excess: how, then, do the Americans pay for the produce of

Porto Rico, and how do the Porto-Riquenians pay the British for their manufactures? I am told that the American purchaser gives a credit upon London, upon which the planter draws, and remits to the British manufacturer.

Notwithstanding the many disadvantages which the country had to encounter in 1868, the amount and value of the imports and exports were rather above the average; the former can only be stated in their declared aggregate value, and amounted to 13,500,000 dollars, or 3,100,000*l.*, or more truly from the reasons which I have given above, to say 2,500,000*l.*

The exports, as will be seen from the following Table, were in quantity above the average of the last five years:—

Year.	Sugar.	Molasses.	Coffee.	Cotton.	Tobacco.	Hides.	Rum.
	Cwts.	Gallons.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.
1868 ..	1,478,593	5,630,316	206,641	12,221	20,344	8,355	5,045
1867 ..	1,364,569	5,068,094	207,341	9,725	21,190	7,894	16,065
1866 ..	1,288,347	5,206,655	139,035	19,484	37,536	9,073	41,474
1865 ..	1,513,322	5,554,037	237,246	22,298	55,596	7,228	47,972
1864 ..	1,104,250	3,732,070	149,938	15,832	46,783	5,697	8,014

Their declared valuation was as follows:—

	\$	£
Sugar	6,653,668	equal to 1,331,773
Coffee	2,686,333	517,266
Molasses	962,256	192,451
Tobacco	111,892	22,378
Hides	94,105	18,821
Cotton	207,757	41,551
Rum	1,765	355
		<u>2,143,595</u>

Which may be more truly quoted at 2,500,000*l.*, or about 200,000*l.* in increase of those of 1867.

The market prices of produce during the year were: for sugar, 4½ to 5 dollars the cwt.; for coffee, 13 dollars; for molasses, 17 dollars the barrel; for tobacco, 5½ dollars the cwt.; hides, 11 dollars; cotton, 17 dollars; and rum, 35 dollars the puncheon.

The rates of exchange upon London varied from 5 dollars to 5 dollars 40 cents the pound sterling, as follows:—In January, 5 dols. 10 cents to 5 dols. 15 cents; February, 5 dols. to 5 dols. 10 cents; March, 5 dols.; April, 5 dols.; May, 5 dols.; June, 5 dols. 10 cents to 5 dols. 15 cents; July, 5 dols. 15 cents to 5 dols. 20 cents; August, 5 dols. 15 cents to 5 dols. 20 cents; September, 5 dols. 20 cents to 5 dols. 25 cents; October, 5 dols. 20 cents to 5 dols. 30 cents; November, 5 dols. 30 cents to 5 dols. 35 cents; December, 5 dols. 35 cents to 5 dols. 40 cents. This variation in the rate of exchange makes the want of a bank very severely felt.

There was a considerable decrease in the direct trade to Great Britain, the principal cause of which was the destruction of the crops by the hurricane on the east side of the island, in the neighbourhood of Tajardo, Humacao, and Raquabo, where the greater portion of the Muscovado sugar for refining is grown, and which the British almost exclusively purchase; the high prices of sugar here and the low prices in

Europe, indeed, merchants complain that not a hogshead of sugar was shipped last year for either Europe or America that did not entail loss.

The operation of the Tariff is as discouraging to foreign commerce as possible, high differential duties and port charges throw the carrying trade from Great Britain into Spanish bottoms, and, in point of fact, no British vessel comes here direct from Great Britain except those laden with coals upon which there is no duty; the Americans and Canadians, whose imports here are almost entirely confined to provisions upon which the duties have been withdrawn, do not feel this; the result to ourselves is that of 100 vessels under the British flag 90 are Canadians; and in speaking of the shipping and navigation, it should be borne in mind that if Canada were independent, the number of our ships here would decrease by 90 per cent. 1,312 vessels of all nations entered the different ports of the island in 1868, and 1,580 left it, exclusive of the coasting trade, of which I have no data; of these, 312 vessels were British with direct cargoes of the value of 174,432*l.*, and indirect of the value of 113,488*l.*, or a total of 287,920*l.*, and 283 British vessels sailed with direct cargoes, of the value of 161,268*l.*, and indirect of the value of 551,051*l.*, or a total of 718,319*l.*

This is a decrease in the number of vessels as compared with the preceding two years, readily accounted for by the fact that those American ships which sailed under the British flag during the Civil War are gradually disappearing and being replaced by American vessels under their own flag; and to render this beyond a doubt, the decrease in British vessels has been in exact proportion to the increase in American.

To the heavy differential duties upon imports are added extravagant port charges, a dollar a ton being the chief item, whilst Spanish vessels pay but 1*s.* 6*d.* or less than two-fifths. A Royal Decree was published in the "Gazette" as far back as last June, equalizing the port and navigation dues upon Spanish and foreign vessels upon the reciprocal principle, but notwithstanding all efforts to obtain the practical working of this privilege in favour of British vessels, the Spanish Government has hitherto refused, upon the ground that although Spanish vessels are undoubtedly admitted into the ports of Great Britain upon the same terms as national vessels; there is no proof that they are so in all the colonies. This looks very much like an evasion of their own offer, but it is to be hoped that as the North Germans and French are already in the enjoyment of the new concessions, British vessels will not be long excluded from them.

A desire has been expressed by the Government here to have this port (the capital) made the windward transferring station of the Royal Mail Steam Packet Company, should it be removed from St. Thomas; and very promising offers are made which, if well secured, would render the exchange to this fine port very desirable. All its natural resources are in its favour, it has a depth of water at its entrance of 39 feet, and has more than one locality in its spacious harbour where six of the largest steamers can anchor together and swing. There is 24 feet of water alongside the coal-wharf, and Government land where others could be built, with the necessary warehouses, &c., which would be given gratis. It is one of the coolest and most healthy places in the West Indies, has a foundry where machinery can be cast or repaired, and has an excellent market. The population of the island being 700,000, both the Post-Office and the Company would greatly increase their revenues: that of the former now amounts to 7,000*l.* a-year, and the latter received 25,000 dollars in passage money from here alone in 1868.

AGRICULTURE.

The amount of exports, of course, only gives a portion of the production of a country ; and when it is considered that there are 700,000 consumers in this island, not so considerable a portion as might be heedlessly imagined, I have endeavoured to arrive at a proximate estimate of the total production, and the following is the result :—There are 553 sugar estates, producing at least 100,000 tons of sugar, and 60,000 puncheons of molasses ; 60 coffee plantations, producing 290,000 quintals ; cotton plantations producing 13,000 quintals ; 54 tobacco plantations, producing 30,000 quintals ; 57 cattle estates, with 90,000 head of cattle, 30,000 horses, 35,000 sheep, 6,700 goats, with tanneries producing 10,000 hides ; “ estanceas,” or small farms, producing 73,790 quintals of rice, 56,890 bushels of Indian corn, 360,000 quintals of plantains, and 324,000 quintals of yams, sweet potatoes, and other vegetables.

The principal sugar estates are worked by steam-engines, and by mixed labour of freemen and slaves in about equal proportions. Almost all other species of agricultural labour is performed by freemen. The results are very good, for all the produce of this island is of the very best quality, and obtains the highest prices in Europe and America. I estimate the value of property at sixty millions of dollars, of produce at twenty millions, of trade and commerce at twenty millions, and the value of money at 18 per cent. per annum.

POPULATION AND INDUSTRIES.

The large population of the island, which is about the same size as Jamaica, has rendered any addition to it from without unnecessary : hence slave trade has ceased for many years, and there has been no immigration of coolies, Chinese, or Africans, as in other West India islands. In this as in many other respects the island is *sui generis*, for of its 700,000 inhabitants, the whites preponderate, and of the coloured race only 35,000 are slaves. The whole of the labour of this large population has been for years, and still is, made available, through the admirable measure of General Pezuela, when Captain-General, in establishing the Libreta system, upon which I so fully addressed Her Majesty’s Government three years ago that I need not trouble it by repetition, further than to reiterate that, by insisting upon every man working without reference to race or colour, to it is due the prosperity and peace, the total disappearance of slave trade and the gradual extinction of slavery, and the absence of crime which distinguishes this island. Not more than 35,000 slaves remain, and the island produces 100,000 tons of sugar. Let this test be applied to any other slave State, and mark the result. It is not that the slaves are overworked, but that the Libreta, by obliging all men indiscriminately to labour, has removed the prejudices and even disgrace attaching elsewhere to those species exclusively confined to slaves, and has thus rendered this island one where slavery still partially exists, but where “ slave labour” may be said to be unknown.

PUBLIC WORKS.

There are many projects afloat—such as the drainage of the capital and the cleansing of its harbour, an aqueduct to supply it with water, one or two railway schemes, and the irrigation of the district of Guayama—but there is neither money nor security for money. The well-intentioned measure of the Government for admitting the most important necessities of life—such as flour, corn, rice, &c.—duty free, after the earthquakes and hurricanes, was altogether a mistake. Like the subscriptions made in England and elsewhere, they were intended for the relief of the poor, who were in fact the only persons who did not

suffer by these events. An old negro, a retainer of mine, who I had the good fortune to deliver from slavery some time ago, observed to me during their operation, "Ah! Massa, God Almighty sent these earthquakes and hurricanes for good to the poor niggers. Before they came, no work could be got, but now we get all we want at our own price." Whether he was right or wrong as regards the dispensation, he was certainly right in its results, for they availed themselves of it to charge a pound for work which before they were glad to obtain at a dollar; and as regards the food imported free of duty, they never availed themselves of the advantage, preferring their yams, plantains, and sweet potatoes: so the results were, that bad American flour drove the excellent Spanish flour out of the market; and as no duties were any longer received at the Custom-house, whence the greater part of the revenue is derived, the Treasury dried up and the State ran aground so completely, indeed, that no civil or military officer has received pay for the last three months.

GENERAL REMARKS.

In all probability, before my next Report great changes will have taken place both here and in Cuba. The Spanish Colonies are in a most unsettled and precarious state, and everything will depend upon the sort of measures adopted by the new Government regarding them, and not less upon the tact and judgment with which those measures are carried out here.

Porto Rico, January 1, 1869.

TURKEY.

ADRIANOPLÉ.

Extract of a Letter from Mr. Vice-Consul Blunt to Mr. David Chadwick, M.P., Treasurer of the Silk Association of London, respecting the Cultivation of Silk in the Vilaet of Adrianople.

SOME of the districts, in particular Adrianople, Dimotica, Mustapha Pasha, Ouzounkiupri, and Baba-eski, included in the vilaet (provincial government) of Adrianople, are noted for their silk produce; but as they have all been visited by the same sickness which has committed such great ravages in most of the silk-producing districts of Europe, the quantity and quality of their yield have very much deteriorated.

In order to enable you to form a correct judgment as to the extent to which the growth of silk has been carried in this vilaet, and as to the amount of damage which has resulted from the malady in question, I beg leave to subjoin a brief report on the subject, which was recently communicated to me by one of the principal native silk growers. The data furnished therein refers to the province of Adrianople, and does not extend to the districts in the other provinces of this vilaet,—Slimia, Rodosto, Gallipoli, and Philippopolis,—where silk is also more or less extensively grown. I hope later to have it in my power to furnish you with reliable data respecting the average yield, &c., of these districts.

The mulberry tree, the alba, or white fruited species, I believe, grows easily and abundantly in the provinces I have named. Vast plantations of it have been formed and successfully reared within the last 30 years or so, capable of feeding a very considerable quantity of silkworms, and the growers bestow on them great care and attention, with a view to obtain from them a greater abundance of good leaves. Extensive "cocoeneries," called by the natives bojekliks, also exist in all the producing districts, besides various other facilities eminently conducive to the rearing of silkworms. The fact is, that these districts possess all the necessary elements but one for the cultivation of good silk. What the cultivators require is a superior kind of sound eggs, which I apprehend is difficult to procure. The principal native growers have made, and continue to make, at considerable expense and trouble, very active efforts in this direction, with a view to renovate the species from healthy larvæ. They import eggs of the best sort of silkworm from France and Italy, from Persia and Japan, and the other producing countries; and although their attempts to improve their stock failed in most instances, and in some cases were attended by curious anomalies, they have, in my poor judgment, contributed not a little to weaken the original virulence of the disorder.

But a very small portion of the Adrianople silk crop is manufactured in the country; most of it is exported abroad raw, principally to France. 80,000 lbs. weight of dried cocoons is the average quantity annually consumed in the reeling establishments in this place, most of them worked on the French system; and it is calculated that about the same quantity of cocoons is reeled in the other towns of this vilaet. The reeled silk of Adrianople occupies a high position in the French markets, almost on a par with the Brussa produce. Formerly about 25 years ago a considerable part of the silk produce of these districts was sent to England; now no cocoons, and but a small quantity of reeled silk, are purchased for our markets.

The above information is necessarily briefly stated, but, imperfect as it is, I venture to express the hope that it may be of some use to you. I need not assure you that it will afford me great pleasure to do all I can under the instructions which I may receive from Her Majesty's Government, with a view to carry out in these parts the very laudable objects of your society.

The Governor-General (Hourschid Pasha) of the provincial Government of Adrianople, who is a man of progress, and who really studies to develop the well-being and industry of the inhabitants confided to his care, will, I feel sure, cheerfully undertake to disseminate in the silk producing districts under him, any useful information and practical suggestions which your society may acquire and would wish to communicate to him through this office.

The subjoined is a copy of the Report referred to in the above communication :—

“L'éducation des vers à soie dans les alentours d'Andrinople date depuis des siècles; mais son importance était presque insignifiante, car elle avait pour but seulement de satisfaire à la consommation indigène et à celle de quelques fabriques de tissus en soie, dont quelques unes existent encore.

“C'est en 1823-24 qu'une demande pour l'exportation par une maison Anglaise fit pousser les prix des soies, très grossièrement filées, jusqu'à 150 piastres l'oke, équivalant à environ 600 piastres, cours actuel de la monnaie. Dès lors l'exportation pour les marchés de l'Occident fut établie; et la culture de ce riche produit augmenta annuellement jusqu'à 1850-51. C'est alors qu'une nouvelle impulsion fut donnée à l'exportation à la suite de l'invasion en France et en Italie de la nouvelle maladie des vers à soie qui règne encore partout.

“On planta sur une très grande échelle des muriers dans les environs d'Andrinople, de Demotica, et Moustapha Pacha, de sorte que la récolte des soies augmentait annuellement de 15 à 20 pour cent. Ainsi de 3,000,000 à 4,000,000 de piastres que rapportait au pays ce riche produit, il en rapporta en 1854 et 1855 de 10,000,000 à 15,000,000; en 1856 et 1857, 22,000,000, soit en quantité 700,000 okes par année.

“Après cette époque la maladie a fait son apparition dans ces contrées-ci, de sorte qu'en 1858 à peine il y a en environ 500,000 okes des cocons frais, rapportant à peu près 12,000,000 de piastres.

“TABLEAU SYNOPTIQUE des Récoltes Sericoles du Sandjak d'Andrinople.

			Production de la Récolte.	Valeur en Piastr.
			Okes.	Piastr.
1859	..	..	520,000	15,000,000
1860	..	..	400,000	10,000,000
1861	..	..	450,000	12,000,000
1862	..	..	380,000	10,000,000
1863	..	..	300,000	8,000,000
1864	..	..	270,000	8,000,000
1865	..	..	250,000	11,000,000
1866	..	..	180,000	7,000,000
1867	..	..	200,000	9,000,000
1868	..	..	330,000	12,000,000

Adrianople, December 1868.

CRETE.

Report by Mr. Consul Dickson, on the Trade and Commerce of the Island of Crete, for the Year 1868.

THE same causes which operated prejudicially on the trade of this island during the year 1867 have continued to exist, and it is only now that the insurrection which has been desolating the land so long has virtually come to an end. Although the misery necessarily arising from such a state of things has been great, accompanied, as it has been, moreover, by a general disorganization in the social economy of the island, it may be hoped that in time the country may gradually recover its lost prosperity, while immense benefits must accrue to agriculture, commerce, and navigation by the late Imperial concessions and other liberal administrative measures granted to the island being faithfully carried out.

TRADE AND COMMERCE.

The blockade of the island not having yet been raised, I shall limit my observations to those ports only which are open to commerce and navigation in conformity with the late Imperial notification, viz., Canea, Suda, Retimo, Candia or Heracleon, and Spinalonga.

Exports.—The exports from the above specified ports were olive oil and soap, being the staple products of the island, besides oranges and lemons, carobs (locust beans), almonds, chestnuts, valonea, silk cocoons, silkworms' eggs, beeswax, whetstones, small quantities of cheese, linseed, lambskins, goatskins, raisins, and wine. The aggregate amount of these exports may, according to official accounts, be estimated at 380,000*l.*, the same having been shipped principally from Canea and Candia.

No oil, or any other kind of produce, was sent direct to England. This year the olive crop being very abundant, and as the price of oil is steadily decreasing, it may be presumed that some cargoes will be shipped to England and France.

The countries to which these products were shipped, whether directly or through Syra in transit, were:—To Turkey and Egypt—oil, soap, silk cocoons, and silkworms' eggs (the two latter to Syria), almonds, carobs, oranges, lemons, chestnuts, cheese, beeswax, linseed, lambskins. To Greece—beeswax, lambskins, goatskins, cocoons, oranges, chestnuts. To Trieste—soap, valonea, carobs. To France—lambskins, whetstones, small quantities of bones and horns. To Italy—carobs and whetstones.

The imports consisted of flour, barley, wheat, beans, sugar, coffee, rice, butter, codfish, herrings, tobacco, calicoes (principally T-cloths), cotton twist, hides, soda-ash, natron, jute-sacks, timber, fire-wood, steam coals (from England, and Heraclea on the Black Sea), hardware, dry-saltries, a few other sundries: the whole valued officially at some 500,000*l.*

The imports into Candia exceeded in value those of Canea. Small quantities entered Retimo Port, and none into Spinalonga. The coals being for the use of the Turkish Navy were the only article landed in Suda Bay, where a regular depôt exists.

British Manufactures.—The articles of British manufacture and produce comprised in the above list were T-cloths, printed calicoes, cotton twist, shirtings, jute-sacks, soda-ash, codfish, herrings, drysaltries, ale,

iron, earthenware, besides steam coals. The total value thereof was about 200,000*l*.

These were imported chiefly from Syra and from Smyrna, through Syra, there being no direct communication between this island and Smyrna.

The other imports, such as flour, barley, wheat, oats, beans, butter, tobacco, cheese, cattle and sheep, coals, firewood, charcoal, natron, rice, &c., came directly from the Levant, Egypt, and Barbary,

The following were conveyed through Smyrna and Syra :—From Greece—hides tanned, macaroni, oil jars, vegetables, Santorin sand ; from Germany and Austria—timber, flour, coffee, sugar, rum, spirits, hardware, cigarette-paper, woollen manufactures ; from Russia—caviare and butter ; from France—sugar, codfish, calfskins wrought, chairs, earthen pots, and silk manufactures ; from Italy—rice and paste ; from France and Italy—arrived several cargoes direct.

I may further remark, in regard to the imports, that large quantities of flour, barley, beans, rice, butter, sugar, coffee, tobacco, firewood, besides steam coals, were introduced for the exclusive use of the Ottoman Land and Naval Forces.

In consequence of the increased demand for articles of clothing, for grain, timber, butchers' meat, codfish, &c., the domestic trade has experienced some briskness ; but the prices of every necessary of life and rents have risen considerably during the revolt.

Market Prices.—The average market prices of the principal articles at Canea were as follows :—

	Per Turkish Weight or Measure.	Piastres.	Per English Weight or Measure.	Sterling Money.
				£ s. d.
Olive oil	Mistata	54	Tun	44 13 9
Soap	Kintal	210	Cwt.	1 12 9
Silkworms' eggs.. ..	Oke	500	Lb.	1 14 0
Oranges	1,000	60	1,000	0 10 4
Lemons	"	45	"	0 7 9
Carobs	Kintal	24	Cwt.	0 4 1
Chestnuts	Oke	1½	Lb.	0 0 2½
Valonea	Kintal	66	Cwt.	0 11 4
Whetstones	"	29	"	0 5 0
Flour	Oke	3½	Lb.	0 0 7½
Wheat	Kileh	32	Imp. Quarter	2 5 6
Barley	"	18	"	1 5 0
Sugar	Oke	6½	Lb.	0 0 6
Coffee	"	9	"	0 0 7¾
Butter	"	14	"	0 0 11½
Rice	"	3½	"	0 0 3

NOTE.—8¼ kilehs are equal to the imperial quarter ; 96 mistata are equal to the tun ; the oke is equal to 2 lbs. 13 oz. 5 drachms ; the kintal is equal to 126 lbs.

The price of oil has fallen considerably since the gathering of the new harvest. It is now 42 piastres at Canea, 41 piastres at Retimo, 40 piastres at Candia. There is every probability of a further decrease.

The prices of the other articles enumerated in the list were nearly the same at the other ports of the island.

Oil-selling in Candia.—The British Vice-Consul at Candia, in an interesting commercial report addressed to me, comments upon the advantages the oil trade in his district would derive if oil, on being sold,

should be measured, instead of, as it is now, being weighed. In all other parts of the island oil is sold by measure only.

The non-success applications have met with from time to time for the desired change, is owing simply to a local deference for a time-revered custom ; the practice of selling oil by weight being in Candia an ancient one, and a lucrative monopoly as well. Yet, the same duty that is now levied on the weight might be levied on the measure. In oil-weighing it is necessary to deduct the tare on the casks about to receive the liquid, and should the casks, as often happens to be the case, be wet, the true tare cannot be ascertained until these are dry, a process entailing loss of time, some trouble and expense, as compared with measuring. Hence the tare on the empty cask being first taken off, this is rolled to the oil-store to be filled ; it is next carried to the port Custom-house to be weighed again and cleared, and finally transported to the mole for shipment. By the proposed alteration, no tare is required to be taken into account since measuring is performed, while the oil intended for exportation is being poured out in skins at the store, in presence of a Customs official, who takes note of the quantity, reducing the number of mistata into kintals. From the store the skins are sent off directly to the ship, and there emptied into casks.

Prices of British Manufactures.—I subjoin a note of the average market prices last year of the principal articles of British manufacture at the open ports of the island :—Printed calicoes, per piece of 28 yards, 11s. to 14s. ; T-cloths, per piece of from 5 to 8 lbs., 6s. 6d. to 12s. ; cotton twist, per bundle, Nos. 8/14 up to Nos. 24/32, from 12s. to 17s. ; shirtings, per piece of 40 yards, from 12s. to 20s., according to quality ; iron bars (common), per cwt., 13s. ; soda-ash, of 50° per cwt., 13s. ; codfish, per cwt., 1l. 4s. ; herrings, per barrel of 600, 1l. 6s. ; coals, per ton, 3l. 5s., being all on Government account ; jute sacks (from Dundee), per piece of 2 $\frac{3}{4}$ lbs., 1s. 1d. ; tin-foil, per box, 35s.

Bank.—No Bank as yet exists, but there are grounds for believing that this most desirable institution will be established before long.

Rate of Exchange.—The exchange did not fluctuate in the least at any of the ports in this island, but remained fixed at the uniform rate of 116 piastres per £ sterling throughout the year.

SHIPPING AND NAVIGATION.

British Ships.—The total number of British ships that entered the ports of Canea and Suda were 14 ; the amount of tonnage, 4,243 ; the number of crews, 150 ; the value of cargoes, 12,686l. Their cargoes, to the number of 12, consisted of steam coals from Shields and Cardiff, on account of the Turkish Navy. The other 2 cargoes were soda-ash, earthenware, ale, rum, jute sacks, &c. All were imported direct from England. These ships cleared in ballast : 12 for Constantinople, 2 for Smyrna. No British ships entered or departed from the other ports of the island.

Foreign Shipping.—The following Statements show the aggregate number of foreign ships that entered and cleared at the ports of Canea, Suda, Retimo, Candia, and Spinalonga, not including those employed in the coasting trade. As already stated, Suda not being a commercial port, vessels, as a rule, put in there from stress of weather only, colliers excepted :—

ENTERED the Ports of Canea and Suda.

With Cargoes.			In Ballast.			Total.			Invoice Value of Cargoes.
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	
776	93,307	6,395	39	2,820	334	815	96,127	6,729	£ 220,170

CLEARED at the Ports of Canea and Suda.

With Cargoes.			In Ballast.			Total.			Invoice Value of Cargoes.
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	
185	29,472	2,240	546	59,159	3,869	731	88,631	6,109	£ 160,123

The vessels above specified were 509 Ottoman, 134 Hellenic, 78 Austrian, 31 Italian, 16 Samiote, 4 Russian, 3 French, 1 Prussian, 1 Mecklenburg, and 1 Swedish. In the number of Austrian ships are included 58 Lloyd's mail-boats.

The very marked increase in the tonnage, especially the Ottoman, is due to the supplies of coals, &c., which were largely imported for the Army and Navy.

ENTERED the Port of Candia.

With Cargoes.			In Ballast.			Total.			Invoice Value of Cargoes.
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	
561	36,278	4,717	176	1,826	966	737	38,104	5,683	£ 232,265

CLEARED at the Port of Candia.

With Cargoes.			In Ballast.			Total.			Invoice Value of Cargoes.
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	
392	27,145	2,950	323	13,553	2,188	715	40,698	5,138	£ 118,484

These vessels were Ottoman, Hellenic, Italian, Samiote, and Austrian Lloyd's steamers.

ENTERED the Port of Retimo.

With Cargoes.			In Ballast.			Total.			Invoice Value of Cargoes.
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	
67	3,424	424	12	770	76	79	4,194	1,500	£ 46,038

CLEARED at the Port of Retimo.

With Cargoes.			In Ballast.			Total.			Invoice Value of Cargoes.
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	
35	2,493	247	64	3,490	1,416	99	5,983	663	£ 84,270

The vessels thus entered and cleared at Retimo were also chiefly Ottoman, Hellenic, and Austrian Lloyds' boats.

Coasting Trade.—The following Table shows the number of vessels engaged in the coasting trade which entered and cleared at the ports of Canea and Suda :—

Entered.			Cleared.		
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
167	1,659	571	161	1,499	649

The following is the number of vessels in the coasting trade which entered and cleared at the port of Candia :—

Entered.			Cleared.		
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
434	22,936	2,794	396	16,136	2,404

The most important part of the coasting trade was carried on by the boats of the Austrian Lloyd's Steam Navigation Company, which ply weekly, weather permitting, between Canea, Retimo, Candia, with Syra, and *vice versa*. During the present winter and last autumn they were so heavily laden with biscuit and flour (shipped from Trieste to Syra), on account of the Turkish Commissariat in this island, as often to preclude the possibility of any other goods, not belonging to the Government, being taken on board.

The other coasting vessels were Ottoman (principally Cretan), Hellenic, Italian, and Samiote, mostly under 20 tons burden :—

The navigation and trade of Spinalonga was very limited, consisting only of 3 vessels, altogether of 90 tons burden, and with crews to the number of 21. Their cargoes were chiefly barley, valued at about 550*l.* sterling.

The number of vessels that cleared thence were 14 ; tonnage, 800 ; crews, 88 ; value of cargoes, under 2,000*l.* The exports consisted of almonds and carobs.

Ports.—The small ports of Canea and Candia have for some time past been fast filling up. That of Candia having last year been dredged, can now be made available for large vessels. As no dredging machine has yet been applied to Canea, I would add my remark that the outlay required for such an undertaking might, for the present at least, be spared on a harbour at once small, shallow, and exposed to northerly gales, in which two shipwrecks occur on an average annually ; and that the fine Gulf of Suda, which is conterminous to Canea, ought instead to call for special attention on the part of the authorities, in a commercial point of view. Ample space might be there suitably allotted for wharfage, storage, &c., without the proposed improvements interfering in the least with the rest of the locality as a military port.

The port of Retimo is even smaller than those of Canea and Candia,

and so shallow that vessels of more than 30 tons burden can only anchor outside in the open roadstead.

With the return of peace to the island, the port of San Nicolo, of late exposed to occasional insurgent raids, may assume some importance owing to its natural capabilities and fine geographical position, and as affording a convenient outlet for the agricultural produce of the districts of Mirabello and Lasethe, consisting of oil, almonds, carobs, apples, and pears. It is more eligible than Spinalonga as a trading port.

While adverting to the subject of ports, I may express a hope that the following ports may be freely opened to trade and navigation when the time for carrying into execution the 12th Article of the Imperial Firman of the 11th of March last (z'ie Kaadeh 1284) shall have arrived: namely, those of Kissamos, Piskokephthalo, in the Gulf of Sitia; Hierapetra, Matalla or Lasea (Fairhaven), Sphakia, or rather that of Lutro, and Selino Castelli. In regard to Lasea (Kalous Limiones), suffice for me to add that the opening of that bay to foreign shipping would stimulate the trade of the cotton-producing plain of Messara, and of Pyrgiotissa districts.

Before the late outbreak, and owing to the absence of Health and Customs officers at the above-quoted new ports, permission for vessels to load and discharge at any of them had to be previously obtained at Canea or Candia; and even then the issue of such an order would be invariably attended with delay and expense.

A small light has recently been put up at the port of Sphakia, the actual residence of the Governor of the province of Sphakia.

AGRICULTURE.

The olive harvest, which begins in October, was at the beginning of the year 1868, and during the six months following, a failure.

Oil.—It is now abundant throughout the island, yet owing to the late heavy rains, and the scarcity of hands to gather in the crop, the yield of oil will not be so plentiful as would be the case under ordinary circumstances.

The oil produced in the eastern districts is reckoned the purest on the island; and Mr. Vice-Consul Calocherino remarks that owing to the luxuriance of the present year's crop, the olives have in many localities ripened before attaining their full size. A kileh of olives, which ought now to yield from $4\frac{1}{2}$ to $6\frac{1}{2}$ okes of oil, is not likely to give more than two-thirds that quantity. It is reckoned that the provinces of Lasethe and Candia alone will this year produce 2,000 tuns of oil. Last year, 210 tuns of oil, valued at 10,345*l.*, were exported from the island.

Grain.—Very little grain was sown on the island, in consequence of the insurrection.

Wine.—The cultivation of the vine suffered in a like degree and from the same cause. The wine stock may now average some 2,000,000 gallons.

Oranges and Lemons.—There was a fine crop of oranges and lemons; but less were exported than in ordinary years, the troops having consumed large quantities even before they were ripe.

Silkworms' Eggs.—About 22,000 okes of silkworms' eggs were exported. Of cocoons and silk little were made.

Carobs.—Carobs, or locust beans, having been abundant, and the picking of them being an easy task, about 70,000 cwts. were exported.

Cotton.—Very little attention was paid to the culture of cotton, of which not more than 600 cwts. were raised—insufficient even for local requirements.

Bullocks.—Whole cargoes of bullocks and sheep were imported from

Asia Minor in a lean state, the island not furnishing supplies for the Army and Navy. Butchers' meat rose accordingly to the unprecedentedly high price of 9*d.* per lb. for beef, and 1*s.* per lb. for mutton.

POPULATION AND INDUSTRIES.

The population of the island continued last year steadily to decrease by the duration of the warfare. Statistics on this subject would now be impossible to obtain, even approximately.

Soap.—Soap is the most important native manufacture, and is made very pure, hence it is in great request at Constantinople and some other parts of the Levant. It is also much esteemed at Trieste. The ingredients used in the manufacture are olive-oil, soda-ash, and a little lime. Sometimes Egyptian natron is substituted for soda-ash, especially if the latter, which all comes from England, be dear.

The number of manufactories in operation is 46, of which Canea possesses 22, Retimo 8, and Candia 16. One manufactory alone, being at Canea, works two boilers. Each establishment gives employment to four and even six head workmen, whose rate of wages averages 2*s.* per diem each. The quantity of soap exported was 38,500 cwts., valued at 69,396*l.*

Tanyards and Dye-shops.—Canea, Retimo, and Candia also contain several tanyards and dyeing-shops—Candia in particular. The skins to be tanned are chiefly those of goats and kids, besides a few ox-hides and sheep-skins.

The other native manufactures consist of carpets, blankets, sacks, and silk gauze, here called "hashlama."

Whetstones.—Quarries of whetstones, of a hard and durable kind, abound at Spinalonga and the neighbouring localities. These were necessarily much neglected last year.

Price of Labour.—Labour was also scarce and dear, most of the able-bodied men being then still on the hills.

PUBLIC WORKS.

Roads.—Conformably with the plan drawn up by the Generalissimo of the Imperial Army, during his Highness's command of the island in the year 1867, and which has since been ably carried out by his Chief of the Staff, a complete network of roads has been spread over the plain of Apokorona, while other lines of communication have been equally opened up in Selino and in some of the eastern districts. The roads are at certain points commanded by blockhouses. All have been made by the troops. I need scarcely add that although these roads have been constructed owing to the insurrection, and for strategical purposes, they cannot fail to benefit trade and agriculture to an eminent degree by facilitating the transport of produce.

A few carts have lately been introduced into the island. Mules, horses, and asses are commonly employed as beasts of burden.

Canea, Crete, February 15, 1869.

UNITED STATES.

GALVESTON.

Report by Mr. Consul Lynn on the Trade and Commerce, Shipping and Navigation, Agriculture, Population, Industries, and Public Works within the Consular District of Galveston, during the Year ended December 31, 1868.

STATEMENT of the Number of Bales of Cotton, the product of the Consular District, and received at Ports within the District during the Commercial Years ending, respectively, on the 31st day of August in each year.

	1865-6.	1866-7.	1867-8.
	No. of Bales.	No. of Bales.	No. of Bales.
Received at the Port of Galveston ..	152,785	164,933	98,682
Received at other ports in Texas, including Eagle Pass ..	} 22,200	20,986	15,984
Total	174,985	185,919	114,666
On hand, and on shipboard, not cleared	} 13,857	7,589	2,654
	188,842	193,508	117,320

 Of the above were exported during the corresponding years —

	1865-6.	1866-7.	1867-8.
	No. of Bales.	No. of Bales.	No. of Bales.
To Great Britain	60,127	60,751	40,782
„ American ports	115,943	113,936	49,138
„ France	1,739	..	1,625
„ Other ports in Europe ..	3,014	9,697	20,020
„ Cuba	80	..	..
„ Mexico	350	6,470	5,589
Total	181,253	190,854	117,154
On hand, and on shipboard, not cleared	} 7,589	2,654	166
	188,842	193,508	117,320

STATEMENT of the Number of Bales of Wool, the product of the Consular District, and received at Ports within the District during the Years ending respectively on the 31st day of August in each year.

	1866-7.		1867-8.	
	No. of Bales of 500 lbs. Each.		No. of Bales of 500 lbs. Each.	
Received at the Port of Galveston	3,869		2,933	
Received at other ports in Texas	..		3,648	
Total	3,869		6,581	
On hand, and on shipboard, not cleared ..	200		869	
	4,069		6,950	

Of the above were exported during the corresponding years:—

	1866-7.		1867-8.	
	No. of Bales of 500 lbs. Each.		No. of Bales of 500 lbs. Each.	
To New York	3,320		5,118	
„ New Orleans	..		215	
„ Other American ports	380		1,540	
Total	3,700		6,873	
On hand, and on shipboard, not cleared ..	369		77	
	4,069		6,950	

The number of hides received at the Port of Galveston during the year ended August 31, 1867-8, is reported to be 204,886.

RETURN of Sundry Imports at the Port of Galveston in the year ended
December 31, 1868, (English Weights and Measures).

Names of Articles.	From Great Britain.		From North Germany.		From Belgium.		From Brazil.	
	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.
Coal tons	1,473	£	...	£	...	£	...	£
Coffee lbs.	...	...	...	...	...	...	932,000	18,830
Earthenware...	...	1,311	...	...	...	...	...	...
Gunny cloth ... lbs.	984,377	4,577	...	...	...	...	...	...
Salt bags	57,921	5,645	...	...	...	...	...	...
Tin cwt.	59	73	...	...	...	...	...	...
Do. Plate bxs.	6,833	8,971	...	...	...	...	...	...
Wine galls.	592	250	4,836	641	...	...	...	...
" doz.	759	566	3,136	1,185	...	...	...	...
Beer casks	2,121	4,238	1,934	3,046	...	...	...	...
Glass in plates lbs.	...	...	...	...	63,603	791	...	...
Iron, bar "	681,747	2,372	...	...	...	...	...	...
" cast "	13,469	139	...	...	...	...	...	...
" sheet "	2,567	23	...	...	...	...	...	...
Chains... .. "	35,647	4,664	...	...	...	...	...	...
Cutlery "	...	279	...	...	...	...	...	...
Cordials "	...	...	5,391	532	...	...	...	...
Brandy galls.	692	228	281	65	...	...	...	...
Gin "	1,100	102	...	...	...	...	...	...
Vinegar "	...	...	4,114	206	...	...	...	...
Blankets lbs.	665	33	...	...	...	...	...	...
Carpets "	1,124	155	...	...	...	...	...	...
Mustard "	283	17	...	...	...	...	...	...
Sweet oil galls.	330	85	...	...	...	...	...	...
Bricks m.	157	695	161	456	...	...	...	...
Zinc lbs	...	...	...	...	4,552	62	...	...

The exports from the Port of Galveston are chiefly of cotton, wool, hides, and cattle, of which the first is the only export foreign according to the returns obtained from the Custom-house.

In the year ended December 31, 1868, the number of hides exported from the Port of Galveston was as follows—

	No. of Hides.			
To New York	..	..	..	184,640
" New Orleans	..	..	..	35,782
" Boston	..	..	..	16,291
Total	..	..	..	236,713

The number of cattle exported during the year from the Port of Galveston is estimated at 30,000.

Since the close of the late civil war the following named national banks have been established within the State.

Place.	Name of Bank.	Capital.	
		Dollars, U. S. Currency.	£
Galveston ..	First National Bank of Galveston ..	200,000	30,000
" ..	National Bank of Texas	100,000	15,000
Houston ..	First National Bank of Houston ..	100,000	15,000
San Antonio	San Antonio National Bank ..	125,000	18,500
Total		525,000	78,500

There have been no quotable transactions in sterling exchange, the

negotiations having been made in New York, where sterling bills drawn at this port have been transmitted for sale.

In addition to the foregoing there are many private bankers and exchange brokers throughout the state, a knowledge of whose names and places of residence may afford facilities in mercantile negotiations. The most prominent are in the following tabular list:—

Place of Residence.	County.	Names of Bankers.
Galveston	Galveston	Ball, Hutchings, & Co.
"	"	T. H. McMahon & Co.
"	"	W. B. Sorley & Co.
"	"	J. W. Jokusch & Co.
"	"	George Butler.
Houston	Harris	B. A. Shepherd & Co.
"	"	Houston Insurance Company
Austin	Travis	Raymond & Whitis.
"	"	Bremond & Co.
San Antonio	Bexar	W. A. Bennett.
"	"	J. S. Lockwood.
"	"	Adams and Hicks.
Brenham	Washington	Bassett & Bassett.
Waco	McLellan	Flint & Chamberlin.
Belton	Bell	Miller & Chamberlin.
Nacogdoches	Nacogdoches	James H. Starr & Son.
Jefferson	Marion	James Arbuckle.
Indianola	Calhoun	H. Runge & Co.
Lavaca	"	R. M. Forbes & Co.
Corpus Christi	Nueces	P. Doddridge & Co.
Brownsville	Cameron	D. A. Ray.
McKinney	Collin	J. D. Newsome and Co.
Bryan	Brazos	Purday & Faulkner.
Dallas	Dallas	Buford and Jordan.

Report of the Monthly Prices at the Port of Galveston of Articles of Commerce and Consumption.

Names of Articles.	Quality.	Weight or Measure.	January.		February.		March.		April.		May.		June.	
			Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.
Cotton	Low, middling	Lb.	s. 0 5½	d. 5½	s. 0 6½	d. 8½	s. 0 8	d. 8½	s. 0 10	d. 11½	s. 0 9½	d. 10½	s. 0 9½	d. 10
Hides	Dry	"	0 4½	0 5½	0 4½	0 5½	0 4	0 6½	0 5½	0 6½	0 5½	0 6½	0 6	0 6½
Wool	Medium	"	0 6½	0 7½	0 6½	0 7½	0 8	0 8½	0 9	0 9	0 9	0 9	0 9	0 9½
Bagging	India	Yard	0 9½	0 10	0 8½	0 9½	0 8	0 9	0 8	0 9	0 9	0 9	0 9	0 9½
Rope	Kentucky	"	0 9½	0 10	0 7½	0 8½	0 7½	0 8½	0 7½	0 8½	0 7½	0 8½	0 8½	0 8½
Iron	Manilla	Lb.	0 9½	0 10	0 9	0 9½	0 8½	0 9½	0 8½	0 9½	0 8½	0 9½	0 8½	0 9½
"	Bar	"	0 2½	0 3	0 2½	0 3	0 2½	0 3	0 2½	0 3	0 2½	0 3	0 2½	0 3
"	Sheet	"	0 3	0 4	0 2½	0 3½	0 2½	0 3½	0 2½	0 3½	0 2½	0 3½	0 2½	0 3½
"	Boiler	"	0 3	0 4	0 2½	0 3½	0 2½	0 3½	0 2½	0 3½	0 2½	0 3½	0 2½	0 3½
"	Block	"	1 2½	1 4½	1 2½	1 5½	1 2½	1 5½	1 2½	1 5½	1 2½	1 5½	1 2½	1 5½
Tin	IX Plate	"	54 8	57 8	47 3	50 2	46 10	52 9	46 10	46 10	47 2	47 2	47 4	47 4
"	Box	"	3 11	4 6	3 10	4 5	3 8	4 2	2 8	4 2	2 8	4 2	2 4	4 6
Indian corn	{	Bushel of 56 lbs.	{	{	{	{	{	{	{	{	{	{	{	{
Flour	XX	Barrel of 200 lbs.	{	{	{	{	{	{	{	{	{	{	{	{
Potatoes	"	Barrel of 2½ bushels	{	{	{	{	{	{	{	{	{	{	{	{
Salt	Liverpool, coarse	Bag	9 0	10 6	6 7	7 4	7 3	8 0	8 9	10 3	10 3	10 3	9 0	10 6
"	Liverpool, fine	"	10 6	11 0	8 10	9 7	8 9	9 3	10 3	11 0	11 0	11 0	9 6	11 0
Rice	Choice Br.	Lb.	0 3½	0 4	0 4	0 4½	0 3½	0 5	0 4½	0 5	0 3½	0 5	0 3½	0 5
Sugar	"	"	0 5½	0 6½	0 5½	0 6½	0 5½	0 6½	0 6	0 6½	0 5½	0 6½	0 6	0 6½
Pork	Mess	Barrel of 200 lbs.	{	{	{	{	{	{	{	{	{	{	{	{
Beef	"	"	54 6	60 0	56 0	68 0	55 6	70 0	55 6	70 0	56 0	76 6	56 0	77 0

Report of the Monthly Prices, &c.—continued.

Names of Articles.	Quality.	Weight or Measure.	July.		August.		September.		October.		November.		December.	
			Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.
Cotton	Low, middling	Lb.	s. 0 9½	d. 10½	s. 0 8½	d. 9½	s. 0 7½	d. 8½	s. 0 8½	d. 8½	s. 0 7½	d. 8½	s. 0 8½	d. 8½
Hides	Dry	"	0 6½	0 6½	0 6	0 6	0 6	0 6½	0 6½	0 7½	0 7½	0 7½	0 6½	0 7
Wool	Medium	"	0 8	0 8½	0 8	0 8½	0 7½	0 8	0 8	0 8	0 9	0 9	0 9	0 9
Bagging	India	Yard	0 9	0 9½	0 9½	0 9½	0 9½	0 9½	0 9½	0 9½	0 9½	0 9½	0 8½	0 9½
"	Kentucky	"	0 7½	0 8½	0 8½	0 9½	0 9½	0 9½	0 9½	0 9½	0 9½	0 9½	0 8½	0 9½
Rope	Manilla	Lb.	0 8	0 9½	0 8½	0 9½	0 8½	0 9½	0 9½	0 9½	0 9½	0 9½	0 8½	0 9½
Iron	Bar	"	0 2	0 2½	0 2	0 2½	0 2	0 2½	0 2	0 2½	0 2	0 2½	0 2	0 2½
"	Sheet	"	0 2½	0 3	0 2½	0 3	0 2½	0 3	0 2½	0 3	0 2½	0 3	0 2½	0 3
"	Boiler	"	0 3½	0 4	0 3½	0 4	0 3½	0 4	0 3½	0 4	0 3½	0 4	0 3½	0 4
"	Block	"	1 2½	1 5½	1 2	1 5½	1 2	1 5½	1 2	1 5½	1 3½	1 4½	1 3½	1 4½
Tin	IX Plate	Box	47 0	47 0	46 2	46 2	46 4	46 4	48 4	48 4	48 6	48 6	49 0	49 0
"	"	Box	2 4	4 2	2 7	4 4	3 6	4 4	3 0	4 5	3 0	4 5	3 1	4 4
Indian corn..	"	Bushel of 56 lbs.	2 4	4 2	2 7	4 4	3 6	4 4	3 0	4 5	3 0	4 5	3 1	4 4
Flour	XX	Barrel of 200 lbs.	29 6	32 6	29 0	32 6	27 0	33 6	25 0	29 6	25 0	28 6	25 0	27 6
Potatoes	"	Barrel of 2½ bushels	6 0	11 0	8 6	9 6	13 0	18 6	9 0	16 6	13 6	15 0	12 0	13 6
Salt	Liverpool, coarse	Bag	10 3	11 0	10 0	10 9	8 6	10 9	8 6	9 9	8 3	8 8	9 6	10 8
"	Liverpool, fine	"	10 3	11 0	10 9	11 6	10 9	11 6	10 6	11 6	8 8	9 0	10 0	10 8
Rice	Choice Br.	Lb.	0 4	0 5	0 4½	0 5	0 3½	0 5½	0 4½	0 5	0 3½	0 5	0 4	0 5½
Sugar	Mess	"	0 5½	0 6½	0 5½	0 6½	0 5½	0 6	0 6	0 6½	0 5½	0 6	0 5½	0 6
Pork	"	Barrel of 200 lbs.	95 6	100 0	95 6	96 6	93 6	97 6	99 6	102 0	97 0	103 0	85 0	96 6
Beef	"	"	57 6	76 6	54 6	75 0	55 0	57 6	..	..	56 0	60 8	49 0	61 6

RETURN of Shipping Entered and Engaged in the Foreign Trade at the Port of Galveston in the years ended December 31, 1866, 1867, and 1868.

Nationality of Vessels.	1866.		1867.		1868.	
	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.
British	38	9,037	32	10,181	27	12,913
American, U.S. ..	19	6,538	22	3,530	9	776
French	3	751	..	..	..	..
North German ..	13	4,904	21	8,995	20	10,221
Russian	1	218	..	..	..	..
Holland	1	278	1	263	..	..
Mexican	11	361	7	286	6	186
Norwegian	1	366	..	..	3	825
Danish	3	495	1	295	2	415
Italian	1	201	..	..	..	..
Spanish	1	80	..	..	1	260
Belgian	..	..	1	183	..	..
Total	92	23,229	85	23,733	68	25,596

RETURN of Shipping Entered and Engaged in the Coasting Trade at the Port of Galveston in the years ended December 31, 1866, 1867, and 1868.

Nationality of Vessels.	1866.		1867.		1868.	
	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.
American, U.S. ..	1,283	447,795	1,416	476,752	1,408	577,075

Freights to Liverpool have been from $\frac{1}{2}d.$ to $\frac{5}{8}d.$ on cotton, the latter having been the ruling rate.

The obstruction in the harbour termed the inner bar, referred to in my annual report for 1867, remains unchanged, hitherto no attempts have been made to improve the navigation of the harbour, and although various plans for the removal of this obstruction, at a cost of about 70,000 dollars (10,000*l.*), have been submitted to the merchants and council of Galveston, none have yet been adopted.

The charges for pilotage and lighterage continue as in my last annual report.

Greater industry than hitherto has been shown during the past year by the farmers and planters in the cultivation of their lands. This is attributable to the necessity of a more strict surveillance over the labour of the free negro than was necessary when he was in a state of slavery. The farms are also, for the most part, smaller, and, consequently, more easily managed.

The decrease in the quantity of cotton produced when compared with that in 1866-7 was mainly owing to the ravages committed by the worms in many portions of the State. Whole fields of cotton having been destroyed by these insects.

More attention has also been paid to productions other than sugar-

cane and cotton, such as rice, sorghum, the Ramie plant, castor bean, California clover, and grasses for hay. The planters and farmers also find it to be more to their advantage to raise by their own industry meat and Indian corn sufficient for their families and labourers. Articles which were usually obtained from the Western States before the emancipation of the slaves.

During the past year several factories have been established for the purpose of curing and preserving meat, the results of these experiments have yet to be tested by time. Cotton and woollen factories have also been built, and in all cases declare profitable returns of the capital invested. Wages for labourers in these factories vary from 1*s.* 8*d.* to 6*s.* 3*d.* per day. Mechanics in the country obtain 10*s.*, and farm hands from 4*s.* to 6*s.* per day. Labourers on plantations, when hired by the year, obtain 2*l.* 10*s.* to 3*l.* per month, together with sufficient provisions.

The following lines of railroad are in operation :—

From	To	No. of Miles.	Name of Railroad.
Galveston ..	Houston ..	50	Galveston, Houston and Henderson.
Houston ..	Calvert ..	130	Houston and Texas Central.
Harresburg ..	Columbus ..	83½	Buffalo, Bayou, Brazos, and Colorada.
Houston ..	Columbia ..	50	Houston, Tap, and Brazoria.
Sabine Pass ..	Beaumont ..	30	Eastern Texas.
Houston ..	Orange ..	108	Texas and New Orleans.
Port Lavaca ..	Victoria ..	28	San Antonio and Mexican Gulf.
Marshall ..	Shreveport ..	42	Southern Pacific.
Total ..		521½	

Another line has been commenced and has it promises a profitable investment of capital will probably be completed. This road begins at Lawrence, in the State of Kansas, and will extend to Galveston, a distance of about 600 miles, passing through a country which has been pronounced very fertile.

Telegraphic lines connect Galveston with Austin, San Antonio, and New Orleans.

Galveston, February 20, 1869.

GEORGIA.

Report by Mr. Acting-Consul Bennett on the Trade and Commerce of Savannah for the Year 1868.

SINCE the termination of the Civil War in the United States of America, Savannah, the principal, and with the exception of Darien and Brunswick, the only shipping port of Georgia, has become of far more relative importance as a southern city. She now takes her place as second to New Orleans alone. This has been occasioned chiefly by the increased facilities of communication with Florida to the south, and inland with the Western States. The people of Georgia have displayed considerable energy and perseverance in restoring their means of communication by railroad with the adjacent States; and whilst in those States the railroads destroyed during the war have never been repaired. The Georgians, taking advantage of their opportunity, by repairing their own roads, have forced the carrying trade from the back country to the ocean into unnatural channels; have succeeded accordingly, and profited by the results.

A large portion of the cotton of Florida, Alabama, South Carolina, and the Western States, finds its way to the coast of Georgia, and the increased amount of native and foreign shipping crowding the river of the port proves incontestably the increasing prosperity of Savannah. During the past year, of British vessels alone, 109 have entered the port; and at the present date, of ships of all nations, there are 81 vessels in harbour, 42 of which are now loading for foreign ports. This gives a considerable increase over the number present at this date last year, when but 52 altogether were at Savannah, and not more than 30 loading for foreign ports. The total amount of cotton from the commencement of the cotton year September 1, up to January 1869, received at Savannah, has been 869,165 bales, out of which 245,237 bales have been exported to Great Britain.

Whilst cotton is readily obtained at Savannah at remunerative freights for exportation, the supply of timber, for which as an export there is much demand, continues unabated. A considerable quantity of timber is likewise brought down the Altamaha River to Darien, and finds a ready sale and port of export there: foreign ships, mostly British, visiting that port in quest of this description of cargo.

Besides cotton and timber, which are the principal exports of Georgia, turpentine and rosin, wheat, flour, and some rice are exported. What other exports there may be are insignificant. The State being agricultural sends out few manufactured articles, but, on the contrary, depends almost entirely on the Northern States and on Europe for the conveniences of life. There is as yet, however, but little direct trade with Europe. Georgia receives almost all her European goods by the way of New York. Direct trade, of so much importance to the prosperity of the South, is struggling for existence, and appears to be making some headway.

A line of steamships from Leith, known as the McGregor Line, has lately started, and now ply between Great Britain and Georgia. The

cargoes imported in British ships consist chiefly of railroad iron, coal, and salt ; few assorted cargoes of merchandize come direct from Europe.

According to the Custom-house Return of the port of the value of imported cargoes in British vessels we find for the year 1868 the total amount to be in gold 230,201 $\frac{26}{100}$ dollars, about 47,550*l.* sterling. The duties upon imported goods, established almost entirely for the advantages of the Northern States, have been long a stumbling block to the prosperity of the South. The North, to a great extent to sustain her own manufactories, has compelled the South to be her customer.

Georgia has established cotton manufactories in some of her middle and northern counties, but such manufactories are insignificant and totally insufficient for the wants of her population. About 20 cotton-mills (69,782 spindles) are said to spin 10,864,350 lbs. of cotton yearly in the State. The prices of cotton now rule high in the market of Savannah, middling uplands from 28 to 30 cents per lb. ; fair Sea Islands from 70 to 90 cents. Of other domestic produce wheat flour grown in the State demands 9 dols. 50 cents per barrel ; Indian corn, 1 dol. 50 cents per bushel.

The banks of Savannah mostly lost all their credit after the Confederate War, all being ruined but one, known as the Central Railroad Bank, which has succeeded in standing its ground and rising again in public estimation. Some few other banks have paid a small amount on the dollar. Two banks have been established in the city since the war and have a fair reputation. The rates of exchange are as follows : Gold, buying at 134, United States currency, and selling at 137 sterling, is now worth about 153 dollars to the £.

The lighthouse upon Tybee Island is kept in good order, and the work of clearing out and deepening the Savannah River has been continued.

The facilities for ship-building at Savannah are very indifferent, and no vessels have been constructed here during the year 1868.

Of the present state of agriculture in Georgia, it is my opinion both from a practical knowledge of the same, and from the best information to be obtained, that since the abolition of slavery throughout the State, taken on an average, perhaps, one-third of the number of acres of land may be under cultivation than were planted before that period, and that that portion, now but indifferently worked by free negroes, is not nearly as productive as formerly. When the negro was made free, Georgia lost her agricultural population almost entirely, the negro being the only labourer capable of cultivating the fields and contending with the climate at the same time. No other population has as yet appeared to take the place of the negro. However abhorrent slavery is, and averse to the feelings of every Englishman, still Georgia had no other dependence ; that knocked from under her feet, she lies prostrate, unable to recover herself. The freedman, suddenly released from his bonds, entirely unfitted for freedom, looks upon its definition as exemption from labour. He comes to his former owners for assistance when in distress, but forgets them the moment that cause is removed. He, in fact, wishes to revel in all the licentiousness of his present freedom, and enjoy at the same time all the advantages attached to his former state of slavery. The negro race, thriftless and incorrigibly lazy, as they are now not compelled to work, cannot be depended upon for steady labour. For the most part useless to the community in which they live, as well as to themselves, their race in all probability will gradually become extinct.

The amount of cotton made by free labour in Georgia this last year may be 150,000 bales, the crop being thus decidedly short.

Georgia, never celebrated as a grazing country, raises now but very little stock ; her pastures, however fertile, being open to the marauding propensities of the free negro, are almost useless, and the impoverished

state of the Southern farmer has prevented the country being re-stocked since the war with cattle, sheep, or swine.

Of the vegetable productions of Georgia, a considerable quantity is raised around the towns, of which a great portion is shipped to the North. The immigrants from Europe make good market gardeners, the negro being unfit for this business.

The population of Georgia, according to the vote for Governor of the State, amounted to 159,245 adult males, of whom 97,973 were negroes; but a regular census of the population has not been taken since the war, so that it is impossible to give an accurate report of the population of Georgia. The chief occupation of the people is agriculture, the towns being few, and the population much scattered. Atlanta, in Northern Georgia, is being rebuilt, and becoming a flourishing mercantile town; Augusta and Macon, in Middle Georgia, are considerable mercantile cities; also Dalton, on the borders of the State. Darien, in the south, is doing a good business at the lumber trade, and several mills for the sawing of timber are established in its vicinity. The small villages in the neighbourhood of the Atlantic and Gulf Railroad in South-Western Georgia appear to be flourishing, such as Thomasville, Quitman, and Valdosta.

The usual rates of wages for negroes on the plantations are about 50 cents to 1 dollar per day, generally with subsistence. The few whites employed as mechanics, engineers on railroads, &c., are fairly paid according to their ability as individuals, 5 dollars per day not being an unusual price paid for intelligent mechanics. In fact, the high price of everything, both provisions and clothing in Georgia, renders it absolutely impossible to obtain the common necessities of life upon any lower average of salary.

The principal public works of Georgia are her railroads, which, as already stated, she has been persevering and successful in re-building and extending within the last few years. The long contemplated railroad between Macon and Brunswick is now actually being built. The old highways throughout the country have been latterly much neglected, and many which a few years ago were in good order, are now hardly passable. This, for want of labour, I believe to be the same through the whole State.

Of the condition of this Consular district, the political aspect of affairs with regard to Georgia alone precludes any great improvements in her prospects at present. The want of an effective agricultural population necessarily depresses her in a great degree, and although her people have in some instances shown great energy in attempting to repair her losses occasioned by the civil war, yet taking the whole country throughout, every species of industry will be found to be much weakened, and although her chief port, Savannah, is now enjoying a fair share of prosperity, still unless we look further, we shall be deceived with regard to the general well-being of the State. The late resistance to the laws by the negro population on the Ogeechee River, near Savannah, was occasioned in a great measure by the owners of the lands being absent, having rented out their estates to negroes, as they were unable to render their plantations of any value to themselves. Savannah does not now derive her prosperity from her own State, but being a seaport town, and at the entrance of the means of connection with other States, produce and goods of all kinds are both exported from and imported into Savannah, and the whole coasting trade which comes to Georgia falls into her lap. Whether the manumission of slaves will benefit Georgia remains to be seen. If a white population can eventually be imported, or even coolies, and made to cultivate her fields (for nothing can be expected from the freed negro), Georgia may become prosperous. If this be accomplished, and an equitable govern-

ment be again established in the United States, and Georgia allowed to take her place on an equality with the Northern States : in fact, when the wounds caused by war and rebellion shall be healed, the State will most likely find that the abolition of slavery, though terrible in its effects in the first instance, will eventually be of signal advantage to her. How long a period must pass over before such a desirable result comes to pass is a matter of entire conjecture.

Savannah, March 4, 1869.

NEW ORLEANS.

Report by Mr. Consul Donohoe, on the Trade and Commerce of New Orleans, for the Year 1868.

THE following Tables have been drawn up for the period of the commercial year, viz., from the 1st of September, 1867, to the 31st August, 1868.

The receipts and export of cotton during the commercial year has been as follows :—

	Number of Bales.
Stock on hand 1st September, 1867	15,256
Total receipts for 12 months	668,395
Total Exports for 12 months	683,651
Stock on hand 1st September, 1868	681,692
	1,959

The export of cotton from New Orleans during the last five years has been as follows :—

	1867-68.	1866-67.	1865-66.	1864-65.	1863-64.
	Bales.	Bales.	Bales.	Bales.	Bales.
To Great Britain ..	327,689	403,521	358,878	21,326	1,155
To France	147,120	160,852	184,510	5,952	4,023
To North of Europe ..	50,235	22,217	5,422	402	..
To South of Europe and Mexico.. ..	56,433	32,350	17,378	167	307
To Coastwise	100,215	248,376	252,355	164,504	122,645
Total	681,692	867,316	768,543	192,351	128,130

The price of cotton has been as follows :—

COMPARATIVE Prices of Middling Cotton at New Orleans on the First Day of each Month during a Period of Five Years.

	1867-68.	1866-67.	1865-66.	1864-65.	1863-64.
	Cents per lb.	Cents per lb.	Cents per lb.	Cents per lb.	Cents per lb.
September	— to 27	34 to 35	42 to —	— to —	— to —
October	19½ 20	41 42	44 45	161 163	62 68
November	— 19	37 38	55 56	119 120	65 73
December	15½ 15¾	33 —	50 51	127 128	71 72
January	14½ 14¾	33½ —	— 51	118 120	72 73
February	18½ 18¾	31½ —	48 49	68 70	76 77
March	21 21½	31 31½	— 46	— 75	72 73
April	27 27½	29½ 30	40 41	— —	— 70
May	31½ 32	28 29	36 —	35 36	82 83
June	29 29½	26 —	38 39	42 43	92 93
July	29 —	26 —	36 38	40 —	— 160
August	— —	27 27½	— —	42 44	160 163

TABLE showing the Quotations for Middling Cotton at the close of each Month, with the rate of Gold and Sterling Bills at same Date.

1867-68.	Middling.	Sterling.	Gold.
	Cents per lb.	Per cent.	Per dollar.
September	21 to —	156 to 159	144 $\frac{1}{4}$ to —
October	— 19	152 155 $\frac{1}{2}$	141 $\frac{7}{8}$ 142
November	15 $\frac{1}{2}$ 15 $\frac{3}{4}$	148 151	138 $\frac{1}{2}$ 138 $\frac{3}{4}$
December	14 $\frac{1}{2}$ 14 $\frac{3}{4}$	144 $\frac{1}{4}$ 147	132 $\frac{1}{4}$ 132 $\frac{1}{2}$
January	18 $\frac{1}{4}$ 18 $\frac{1}{2}$	151 153 $\frac{1}{2}$	138 $\frac{1}{2}$ 138 $\frac{3}{4}$
February	21 21 $\frac{1}{2}$	152 154 $\frac{1}{2}$	142 —
March	27 27 $\frac{1}{2}$	151 153 $\frac{1}{4}$	139 $\frac{3}{4}$ —
April	31 $\frac{1}{2}$ 32	152 153 $\frac{1}{2}$	140 140 $\frac{1}{4}$
May	28 $\frac{1}{2}$ 29	152 $\frac{3}{4}$ 153 $\frac{1}{2}$	139 $\frac{5}{8}$ 139 $\frac{7}{8}$
June	— 29	153 153 $\frac{1}{2}$	139 $\frac{1}{2}$ 139 $\frac{3}{4}$
July	25 $\frac{1}{2}$ 26	158 159	144 $\frac{7}{8}$ 145 $\frac{3}{8}$
August	27 $\frac{1}{2}$ 28	156 $\frac{1}{4}$ 157 $\frac{1}{4}$	144 144 $\frac{1}{4}$

The receipts of tobacco at this port have fallen off during the past year, but the export to Great Britain has increased, as will be seen by the annexed Table:—

	1867-68.	1866-67.	1865-66.	1864-65.	1863-64.
	Tobacco in Hhds.	Tobacco in Hhds.	Tobacco in Hhds.	Tobacco in Hhds.	Tobacco in Hhds.
To Great Britain ..	5,345	2,497	1,509	185	..
„ France ..	251	481	839	19	7
„ North of Europe ..	4,203	3,791	1,566	..	123
„ South of Europe, } Mexico, &c. ..	194	3,804	870	..	8
„ Coastwise ..	5,059	5,871	2,137	1,627	664
Total ..	15,052	16,380	6,921	1,831	797

The greater part of the tobacco crop of the United States is now shipped from northern ports.

The production of sugar and molasses in this State during the past commercial year has been very limited.

There is no foreign export whatever for these commodities, and the small quantity which does not enter into consumption in this State finds a market in some of the ports to the northward.

The annexed Table will show the quantity sent coastwise during the year:—

EXPORTS of Sugar and Molasses from New Orleans for Five Years (up the River excepted) from September 1st to August 31st.

	Sugar.		Molasses.	
	Hhds.	Barrels.	Hhds.	Barrels.
1867-68	2,672	577	185	26,511
1866-67	2,529	2,199	..	21,893
1865-66	1,016	2,065	..	13,196
1864-65	882	217	1	5,266
1863-64	39,484	2,071	..	83,533

The price of sugar and molasses during the year has been as follows:—

COMPARATIVE Prices of Sugar on the Levee on the first of each Month for Five Years, embracing the range from Inferior to Choice.

	1867-68.	1866-67.	1865-66.	1864-65.	1863-64.
	Cents.	Cents.	Cents.	Cents.	Cents.
September	15½ to 18	10 to 17	11½ to 20	- to -	- to -
October	15½ 17½	- -	11½ 21	23 26½	11½ 11½
November	11½ 16	14 15¾	11 20	22½ 25	11½ 11¾
December	9 14	8 13	15¾ 18½	20 25	- 12
January	7¼ 14¾	7 13¾	10½ 18	12 25	- -
February	8 15¾	9 15	10½ 17¼	20 25	8 13¾
March	13 17	12½ 15½	12½ 17	18 25	10 14
April	13½ 17	12 15	11½ 16	12½ 21	12 16¾
May	15½ 17¼	12½ 13¾	7½ 15½	12 17½	8 22
June	14½ 17	10 13	7½ 15½	11½ 16½	- -
July	13½ 17	13 16	7½ 16	12½ 15½	- -
August	13½ 17¼	13½ 17	7½ 17	10 19½	- 27½

COMPARATIVE Prices of Molasses on the Levee on the first of each Month for Five Years, embracing the range from Inferior to Choice.

	1867-68.	1866-67.	1865-66.	1864-65.	1863-64.
	Cents.	Cents.	Cents.	Cents.	Cents.
September	- to 60	- to -	55 to 85	70 to 80	37½ to -
October	- 60	- -	50 75	85 87½	30 35
November	- 65	85 100	70 90	80 90	- 60
December	40 82½	40 70	95 115	90 126	- 58
January	40 75	40 70	80 100	67½ 125	- 54
February	55 82½	65 81	70 90	105 128	50 62
March	70 85	70 80	60 90	110 127	50 67
April	60 85	60 80	50 82½	80 90	60 77½
May	70 -	65 72	45 50	25 60	65 100
June	- -	40 72	45 50	75 85	- -
July	- -	40 45	55 -	45 75	- -
August	- -	- -	55 -	- 85	- 100

The other articles shipped from this port are flour, pork, bacon, lard, beef, wheat, whiskey, and corn.

As will be seen by the annexed Table the quantity of wheat and corn in bulk shipped to England, though not large, is on the increase, and as a very fine grain elevator has been recently erected at this port, this business promises to become quite large eventually.

EXPORTS of Flour, Pork, Bacon, Lard, Beef, Wheat, Whiskey, and Corn from September, 1867, to August 31, 1868.

Countries.	1867-68.							
	Flour.	Pork.	Bacon.	Lard.	Beef.	Wheat.	Whiskey.	Corn.
	Barrels.	Barrels.	Casks.	Kgs.	Barrels.	Bushels.	Barrels.	Bushels.
United States ...	191,495	9,392	2,529	19,727	8,032	31,726	3,803	1,321,888
Great Britain ...	324	90	...	...	20	52,153	...	478,277
Cuba ...	70,078	...	896	67,091	50	...	...	123,351
Other Foreign Ports ..	23,807	753	34	6,969	4	...	45	26,148
Total ...	285,704	10,240	3,459	93,787	8,116	83,884	3,848	1,949,664

The principal articles which are directly imported into New Orleans are coffee, sugar, molasses, and salt. The annexed Table shows the quantities of these commodities received during the past season.

DIRECT imports of Coffee, Sugar, Molasses, and Salt for three Years, from September 1st to August 31.

Articles.	Brought from	In	1867-8.	1866-7.	1865-6.
Coffee	Cuba	bags.	437	9,838	6,458
"	Rio	"	107,660	72,337	53,748
Sugar	Cuba	boxes & barrels.	79,805	45,511	83,881
"	"	hhds.	9,297	10,988	8,006
"	Brazil	boxes and bags.	"	214	18,699
Molasses	Cuba	hhds. & tierces.	22,176	32,440	18,699
"	"	barrels.	8,301	8,762	15,785
Salt	Liverpool	sacks.	244,054	116,082	444,525
"	Turks' Islands	bushels.	21,655	27,531	76,567

The amount of the principal articles of produce received at New Orleans from the interior, chiefly by river, has been as follows :—

Articles.	1867-68.	1866-67.	1865-66.
Beef barrels and tierces	11,876	8,398	9,288
Cotton :—			
Louisiana and Mississippi bales	481,038	588,728	650,377
Lake "	1,325	1,070	254
North Alabama and Tennessee .. "	71,382	58,013	49,031
Arkansas "	25,486	54,320	11,967
Montgomery "	8,659	10,792	4,378
Mobile "	67,043	36,676	26,483
Florida "	5,770	11,810	12,785
Texas "	7,692	19,081	32,111
Corn, shelled sacks	1,610,642	2,709,625	2,003,176
Cotton seed "	239,118	177,352	94,172
Coal, Western barrels	560,000	3,123,510	1,295,915
Flour "	863,086	922,125	993,331
Hides "	196,163	106,975	76,490
Hay bales	146,939	148,546	129,131
Molasses barrels	67,050	58,747	27,403
Oats barrels and sacks	374,691	576,567	621,432
Pork tierces and barrels	142,985	159,519	75,847
Porter and ale barrels	15,019	22,238	19,881
Rice barrels and sacks	33,985	24,914	20,978
Rosin barrels	198,245	6,493	18,741
Sugar hhds.	37,745	38,524	17,895
" barrels	616	757	919
Tobacco, leaf hhds.	15,304	12,107	15,412
" chew boxes	36,670	30,330	38,411
Wool bags	5,449	2,919	3,083
Whiskey barrels	10,780	37,590	58,916
Wheat barrels and sacks	34,601	505	636

The rates of exchange at this port have been as follows :—

COMPARATIVE Rates of Exchange on London, Paris, and New York, on the first of each Month.

	1867-68.		
	London Clear.	Paris Clear.	New York Clear.
	Per cent.	Per dollar.	Dis.
September	154	363 $\frac{1}{4}$	1 $\frac{1}{2}$
October	154 $\frac{3}{4}$	365	..
November	150	375	..
December	149 $\frac{1}{2}$	380	..
January	145	391 $\frac{1}{4}$	..
February	152 $\frac{1}{2}$	372 $\frac{1}{2}$	2
March	153	371 $\frac{1}{4}$	..
April	151 $\frac{3}{4}$	373 $\frac{3}{4}$	1 $\frac{1}{4}$
May	152 $\frac{1}{2}$	371 $\frac{3}{4}$	..
June	153 $\frac{1}{4}$	367 $\frac{1}{2}$	1 $\frac{1}{4}$
July	153 $\frac{1}{2}$	368 $\frac{3}{4}$	1 $\frac{1}{4}$
August	159	357 $\frac{1}{2}$	..

There are 13 banks, and several private bankers in New Orleans.

SHIPPING AND NAVIGATION.

There has been an increase in the trade carried on in British vessels during the past year, as will be seen by the following Tables:—

ENTERED IN 1868.			CLEARED IN 1868.		
Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.
254	120,771	3,655	258	121,627	3,712

This Table may be divided into the following heads:—

DIRECT Trade in British Vessels from and to Great Britain and British Colonies.

ENTERED.			CLEARED.		
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
96	8	104	116	1	117

INDIRECT Trade in British Vessels from and to other Countries.

ENTERED.			CLEARED.		
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
126	24	150	109	32	141

British steamers entered and cleared during the year 1868 included in foregoing Tables :—

ENTERED.			CLEARED.		
Steamers.	Tonnage.	Crews.	Steamers.	Tonnage.	Crews.
29	17,997	769	30	19,629	889

Total amount of shipping at this port during the year 1868 :—

	Number of Vessels.	Tonnage.	Crews.
American Vessels Entered from Foreign Ports.	263	165,588	4,731
Foreign " " "	392	183,405	6,597
American Vessels Cleared for Foreign Ports ..	331	223,576	5,824
Foreign " " "	394	193,110	6,533
Vessels in Coasting Trade Entered "	1,086	829,704	27,247
" " " Cleared	1,152	851,207	29,270

COMPARATIVE Statement of the British Shipping at the Port of New Orleans during the past five Years.

		ENTERED.			CLEARED.		
		Number of Vessels.	Tonnage.	Crews.	Number of Vessels.	Tonnage.	Crews.
1864	..	112	14,892	934	139	19,435	1,245
1865	..	265	52,218	2,552	270	43,831	2,352
1866	..	295	96,703	3,860	284	92,078	3,547
1867	..	234	92,338	3,102	246	92,064	3,155
1868	..	254	120,771	3,655	258	121,627	3,712

There has been very good water on the Bar at the mouth of the river during the past year, several vessels drawing as much as 18 feet 5 inches having succeeded in getting to sea by the south-west pass of the Mississippi.

The rates of towage and pilotage remain the same as last year.

AGRICULTURE.

The planters of the States of Louisiana and Mississippi have no reason to complain of the result of their labour during the past year. The crop of cotton and sugar now coming forward is a good one, and has been disposed of at a good price.

For the approaching season the planters have contracted with the labourers, and though the rate of wages shows a large increase upon that given last year (as high as from 10 to 20 dollars a month being given for good hands on cotton plantations), when we consider that rations are at the same time given with these wages, the condition of the negro labourer cannot be considered a bad one.

A larger area is being planted with cotton this year than at any

period since the civil war, and upon most plantations enough Indian corn is now raised to feed the hands employed.

There are few planters in the Southern States who would now wish to return to the old system of working their plantations by slave labour even if they could do so. There are some who complain more or less of the unreliability of the negro in keeping up his contract; but there is a marked improvement from year to year in this particular, and ultimately I have little doubt that a very efficient negro labouring population will exist through the Southern States.

Many people expect to see a large white labouring population through the Southern States, but I do not believe that, with the exception of the State of Texas, it will be possible to attract a white labouring population to either Louisiana or Mississippi as long as the far more salubrious climate of the Western States invites the emigrant from abroad.

Great apprehensions as to the crop of this year, more especially as to sugar, are at present (February 1869) being entertained, in consequence of the continued wetness of the season, which interferes very much with out-door operations on the plantations, and will cause probably the rotting of full half the seed cane which has been reserved for this year's planting.

The probable crop of cotton to be received at this port during the season of 1868-69 will not fall far short of 900,000 bales, and when we consider the enhanced price of the article, it shows a very large return of ready cash to the planter, which will certainly have the effect of urging him to fresh exertions to produce a still larger crop for next season.

New Orleans, March 2, 1869.

SAN FRANCISCO.

*Report by Mr. Consul Booker on the Trade and Commerce of San Francisco,
for the Year 1868.*

THE receipts of gold and silver, the produce of this State and the States and territories comprising the Pacific portion of the Union, amounted in the past year to 10,234,790*l.*, to which must be added 667,250*l.* coined and uncoined, received from abroad, to make up the total receipts of treasure at this port; of the importations, about 200,000*l.* were received from British Columbia, and the remainder almost entirely from Mexico. The total receipts in the previous four years were :—

					£
In 1867	..	..	..	..	11,113,360
1866	..	..	..	..	11,089,734
1865	..	..	..	..	10,773,370
1864	..	..	..	..	10,702,600

The exports of gold and silver for the past five years have been as follows :—

			Eastern Ports of the Union.	England.	China.	Other Ports.	Total.
			£	£	£	£	£
1864	..	..	2,463,225	6,887,300	1,577,775	213,150	11,141,450
1865	..	..	4,116,680	3,146,920	1,394,625	454,425	9,112,650
1866	..	..	5,848,980	1,306,400	1,305,450	224,200	8,872,830
1867	..	..	4,671,180	1,168,230	1,806,300	689,540	8,335,250
1868	..	..	4,293,760	1,062,595	1,238,800	493,725	8,588,880

The shipment for the past year included about 1,500,000*l.* sent to the East by the United States' Government authorities, and does not appear in the published statements. The shipment of 1864 was, according to reliable statistical information, the largest made from California since the discovery of gold, but it is probable that in the years 1851, 1852, 1853, and 1854, the actual exports exceeded those of all subsequent years, as at that time so much was taken by passengers without passing through any channels for record.

The following Table gives the destination and value of our exports, other than treasure, for the past five years :—

To	1864.	1865.	1866.	1867.	1868.
	£	£	£	£	£
Eastern Ports of the Union	1,033,250	1,254,080	1,148,875	1,352,075	1,708,409
Great Britain.. ..	191,170	235,130	521,850	1,663,730	1,312,750
Australian Colonies ..	125,950	109,360	533,290	12,600	207,159
British Columbia ..	302,150	251,400	212,670	195,800	182,700
China	274,820	246,750	303,840	265,070	232,203
Japan	9,900	24,510	26,750	162,200	98,200
Sandwich Islands ..	131,900	149,630	178,980	133,075	160,750
Mexico	443,125	416,550	340,650	398,575	343,700
South America ..	52,225	108,300	76,225	154,100	106,150
Other countries ..	79,775	115,050	117,700	155,925	239,600
Total	2,644,265	2,910,760	3,460,880	4,493,150	4,588,600

A noticeable feature in the foregoing is the falling-off in the shipments to Great Britain from 1867, caused from the holders of wheat maintaining a price above what could be paid on direct orders. The trade to the Australian colonies, which had materially declined in 1867, has largely increased in the past year.

The value of the principal articles of California produce exported was as follows :—

	£
Flour	595,350
Wheat	1,727,070
Wine	35,920
Wool	485,530
Hides	55,570
Skins and furs ..	13,230
Leather	44,900
Quicksilver ..	266,000
Ores	53,900

The following Table gives the cost of wheat free on board, and inclusive of freight to England, during the year :—

Eight to England, during one year.						Per Imperial Quarter.						
						£	s.	d.	£	s.	d.	
January and February						3	5	6	to	3	10	0
March						3	6	0	„	3	8	6
April						3	2	9	„	3	7	0
May						2	16	8	„	2	19	9
June						2	19	9	„	3	5	0
July						2	17	10	„	3	1	6
August						2	14	6	„	2	17	0
September						2	15	0	„	2	13	6
October						2	13	9	„	2	16	0
November						2	13	6	„	2	15	0
December						2	13	0	„	2	15	0

The year closed with a very large stock of wheat on hand ; there was disengaged shipping sufficient to have carried away much more than was exported, but exaggerated accounts received here in August of a serious drought in England, caused the farmers to hold for higher prices than the commission houses could pay in execution of English and New York orders ; several speculative purchases were made for England in September and October, and this continued to keep prices above the limits warranted by advices from any importing point. The following remarks from the semi-annual circular of the leading grain broker will be found interesting :—

“Our exports from July 1st to date amounted to 150,000 tons of

“wheat and 24,000 barrels of flour. Reducing flour to wheat, the total quantity exported amounts to 184,000 tons. It is estimated that we have still on hand a surplus of 170,000 to 180,000 tons available for export, and if we add to this the surplus existing in Oregon, which we may fairly set down at 80,000 tons, all of which must ultimately find its way to this port, we arrive at a total surplus still available for export of 250,000 to 260,000 tons. In our previous circulars (in fact, ever since California has become an exporter of breadstuffs) our estimates of surplus have been as nearly correct as it is possible for such statements to be. Wherever they have varied from actual results, it has been by understanding the quantity on hand, so that it is fair to say that the best six months of the year have passed, and less than 35 per cent. of our surplus has been moved. Should the seasons for sowing and harvesting the coming crop prove propitious (and it should be borne in mind that even with a dry season the State must produce much more than it can itself consume), the possibility of moving our present large surplus becomes a question for very serious consideration. Should we fail to do it, the value of our now growing crop must be seriously affected. The amount of wheat on hand is altogether too large; a much greater quantity should have been exported, for we cannot expect that, with fair prospects in Europe, exporters will pay as high a price for wheat after the 1st of February as now, since shipments then made will arrive at their destination, whether in the Atlantic States or Europe, at a time when the new crop in those countries will be under the sickle.

“The folly of holding on to this immense surplus is evident to all conversant with the markets of the world. The fault, however, probably lies less with the farmers than with the newspaper press of the interior towns, which, with a view of pleasing the producers, has constantly urged the farmers to hold on to their wheat, predicting that the market would soon advance, and prices touch $2\frac{2}{10}$ dollars, if not $2\frac{5}{10}$ dollars per cental.

“In the early part of the season it was somewhat difficult to determine whether the conductors of these streets, and the writers whose foolish contributions they admitted to their columns, were actuated by gross ignorance, or by some baser motive. Unfortunately, their course in continuing to urge the farmers still to hold, when experience had demonstrated that such a policy was simply suicidal, leaves us no room any longer to doubt the motives that governed them. The farmers, however, whose good these pseudo-philanthropists pretend to have at heart, are the parties most immediately interested; and it is hardly credible that, with the experience of this season before them, they will in future years allow themselves to be again misled by parties who have shown themselves so entirely ignorant of the business, the course of which they pretended to direct, and so reckless of the mischief they were inflicting on those whom they pretended to serve.”

The crop of barley was short, and the high prices ruling before the harvest have been fully supported since, the lowest price at any time has been such as to make it cost, free on board, 30s. per quarter, and at the highest point shipments could not have been made at under 43s. per quarter; the only exports of importance have been to New York. Of oats there have been exported only about 1,000 quarters; the price has ranged from 36s. to 45s. per quarter, free on board.

Wool.—The growth of wool has increased very largely in the past year, the production amounting to 14,232,050 lbs., against 9,607,625 lbs. in 1867. The spring clip was superior to any grown before in the State; the price varied from 8d. to $9\frac{1}{2}$ d. per lb.; the autumn clip was not equal to expectation, and realized only 5d. to 6d. per lb.;

13,225,181 bs. were shipped to New York and Boston, and 2,694,236 lbs. purchased for the local factories.

Tonnage Engagements.—The engagements at this port for the past three years have been as follows:—

	1868.	1867.	1866.
Grain, freights tons	181,346	151,396	102,961
Guano "	26,601	4,564	29,354
Coal "	10,063	8,167	16,634
California, assorted cargoes .. "	36,322	32,221	24,553
Miscellaneous freights "	51,795	33,857	36,547
Timber "	32,580	18,676	14,851

In addition to the above, ships measuring 17,402 tons left this port for other points seeking engagements. Freights to England between January and May varied from 2*l.* 5*s.* to 2*l.* 15*s.* per ton; in June they advanced to 3*l.* to 3*l.* 5*s.*; during July, August, and September, they were firmly maintained at 3*l.* 5*s.* to 3*l.* 10*s.*; in October and November, they declined to 3*l.*, and in December further declined to 2*l.* 10*s.* The engagements to the Australian colonies were made at from 2*l.* to 2*l.* 10*s.* per ton.

Imports.—The leading imports in 1868 are comprised in the following Table:—

Bags, gunny	3,810 bales
" grain	11,978 "
Boots and shoes	68,709 cases
Candles	164,590 boxes
Cement	21,244 barrels
Cigars	445 cases
Coals	151,531 tons
Coffee	90,010 cwts.
Crockery and glassware	32,923 packages
Dry goods and clothing	39,180 cases
"	29,642 packages
Duck	3,070 bales
Fire bricks	512,500 numbers
"	3,135 packages
Furniture	29,520 "
Hardware	2,947 casks and barrels
"	14,794 kegs
"	39,623 cases
"	29,810 packages
Hemp	7,104 bales
Malt liquor	2,483 hogsheds
"	13,718 casks
"	4,213 barrels
"	746 tierces
"	9,622 cases
Metals:—	
Iron, pig	17,762 tons
" bar	314,683 bars
"	96,753 bundles
" railroad bar	172,535 number
" sheet	5,625 cases
"	18,440 bundles
" plate	23,689 pieces
" pipe	15,651 bundles
"	29,429 pieces
" various	1,724 cases
"	19,436 bundles
"	8,995 pieces

Tin, plates	..	..	..	39,447 boxes
" pig	..	..	..	1,545 pigs
Lead, pipe	..	..	..	265 reels
" sheet	..	..	..	40 packages
" pig	..	..	..	5,639 pigs
" bar	..	..	..	255 packages
Steel	..	..	..	1,007 cases
"	..	..	..	4,805 bundles
"	..	..	..	2,646 pieces
Copper	..	..	..	591 "
Sheathing metal	..	..	..	642 cases
Zinc	..	..	..	728 casks
"	..	..	..	48 packages
Nails	..	..	..	158,208 kegs
Naval stores :—				
Oakum	..	..	..	7,612 bales
Pitch	..	..	..	1,920 barrels
Resin	..	..	..	3,026 "
Tar	..	..	..	1,007 "
Oils :—				
Coal	..	..	..	125,690 cases
Olive	..	..	..	18,418 "
"	..	..	..	1,006 jars
Whale	..	..	..	10,006 barrels
Rice	..	..	..	228,540 cwts.
Soap	..	..	..	17,650 boxes
Spices..	..	..	..	2,744 bags.
Spirits :—				
Brandy	..	..	..	293 hogsheads
"	..	..	..	23 half pipes
"	..	..	..	1,423 quarter pipes
"	..	..	..	897 casks
"	..	..	..	1,187 barrels
"	..	..	..	277 octaves
"	..	..	..	744 cases
Gin	..	..	..	256 pipes and hogsheads
"	..	..	..	182 barrels
"	..	..	..	90 casks
"	..	..	..	2,820 cases
Rum	..	..	..	36 puncheons
"	..	..	..	270 barrels
"	..	..	..	14 cases
Whisky	..	..	..	204 "
"	..	..	..	32 puncheons
"	..	..	..	340 casks
"	..	..	..	13,875 barrels
Sugar :—				
Domestic	..	..	..	3,773 barrels and casks
"	..	..	..	289 cases
Foreign	..	..	..	306,120 cwts.
Tea	..	..	..	1,953,040 lbs.
White lead	..	..	..	925 casks
"	..	..	..	1,556 kegs
"	..	..	..	1,516 packages
"	..	..	..	2,431 cases
Window glass	..	..	..	43,278 boxes
Wine	..	..	..	19 hogsheads
"	..	..	..	677 pipes
"	..	..	..	11,170 casks
"	..	..	..	1,118 barrels
"	..	..	..	44,690 cases

The value of foreign imports is given below :—

				£
Great Britain	..	..	..	1,009,630
Australia	..	..	..	22,600
France	..	..	..	542,930

	£
Other European countries	167,990
China	338,725
Japan	99,550
South America	185,060
Manila	49,650
Mexico and Central America	194,550
Cuba	42,075
Sandwich Islands	202,300
Windward Islands	4,100
Other countries	167,000

Sugar.—The foreign importations for the past year have been as follows:—

	Cwts.
From Batavia	3,024
China	6,743
Central America	24,721
Sandwich Islands	142,754
Manila	35,514
Peru	88,147
Siam	1,116

From the Eastern States 7,410 cwts. of crushed have been received. The stock on hand at the close of the year was of all descriptions 42,885 cwts., less than one-third of what it was at the corresponding period of the previous year; the total consumption of the Pacific States and territories, including exports to British Columbia and Mexico, amounted to 385,800 cwts, being an increase of 1·6 per cent. over the average of the two preceding years. The importations from the Sandwich Islands increase, and the sugars are in great favour.

A Reciprocity Treaty was made in 1867 between the United States and the Sandwich Islands, for the introduction for seven years of the products of the respective countries free of duty, but was not ratified by the United States' Senate.

Coffee.—The imports of 1867 and 1868 show a considerable change in the trade, as will be seen by the following statement of imports:—

From	1868.	1867.
	Cwts.	Cwts.
Brazil	6,462	16,853
Central America	63,915	45,875
Java	1,496	11,668
Manila	5,677	14,866
Sandwich Islands	120	750
Other places	40	..

The stock at the close of 1867 amounted to about 35,700 cwts., and the monthly consumption that year averaged 5,400 cwts.; the past year it advanced to 6,160 cwts., and the stock on the 31st December was about 303,600 cwts. The trade throughout the year was unsatisfactory, and the large receipts from Central America all resulted in loss. It is difficult to account for the falling-off in the receipts from Rio de Janeiro, as the Brazilian market is now largely supplied with flour from California, and a reciprocal trade might consequently have been looked for.

Rice.—The imports in 1868 were as follows:—

	Cwts.
From China	174,260
Siam	10,982
Saigon	25,742
Sandwich Islands	7,500

The consumption in the year amounted to 212,187 cwts., showing little change from what it had been for two previous years. The stock on hand at the close was 54,000 cwts. of all sorts.

Teas.—Imports the past year have been upon a liberal scale, although not excessive; the trade, however, has been divided among so many importers that prices have not been so well maintained as before the inauguration of the line of steam-ships; the facilities for small adventures by the ease with which bank credits can be obtained, and the frequent opportunity to ship treasure, however small the amount, by steamships, have induced many to try their hand as importers; the result of the past year's business, however, has not been sufficiently profitable to warrant a continuance. Before we had a steam-ship line the trade was controlled by a few importers; facilities for transportation of small shipments could not be obtained at the tea ports, and this fact prevented any merchants from entering into the trade unless possessed of ample capital and a thorough knowledge of the business; we expect the trade, after a time, to settle back again into the control of the regular importers. Japan teas have in a great measure supplanted the China greens, the consumption of which at present is very small. A few years ago almost our entire importations were of greens, and the bulk of it (Canton made) of poor quality; gradually the taste and the wants of the people improved, and finer country greens and a larger proportion of blacks (Oologs) were imported. For congous there is no demand whatever. The trade with Salt Lake formerly took quite an amount of China green teas, but when paper became the currency on the Atlantic side, the Salt Lake merchants went to New York, Chicago, and St. Louis for their supplies; another inducement offered them there was the much longer credit they could obtain than with us; 60 to 90 days being the limit here. On the opening of the Pacific Railroad, however, we look for a return of the trade. As the Japan ports were opened, teas from thence gradually took the place of the greens from China, and lessened, at the same time, the demand for China blacks, so that now the consumption is about two-thirds, Japan to one-third, China blacks and greens together. The imports in 1868 were 1,158,143 lbs. from Japan, and 794,896 lbs. from China.

With the completion of the railroad across the continent we look for a much-increased trade, being, as we are, but a three weeks' voyage from Japan, and 30 days from China. The short voyage by steam, and in a temperate latitude, would certainly seem to point to this port as the one for the distribution of teas to a great extent of country. The demand for our immediate wants is comparatively small, but we have such an extent of coast to supply, from Panama almost to Alaska, that with a large portion of the continent brought within a few days' reach of our market, we cannot fail to command a very large trade in teas.

Metals.—The metal trade is almost entirely controlled by three or four wealthy establishments, who import what they will probably require, and only purchase when it can be effected below cost and charges. During the year 17,760 tons of pig iron were imported from foreign ports, and the average price realized did not exceed 37 dollars per ton. A few hundred tons were received from Oregon, but the mines of that State cannot at present supply it within several dollars a ton of the price named. The franchise to the two railroad companies building the line across the continent makes it compulsory on them to use American iron. A few years ago American iron seemed likely to supersede the English in this market, but the preference is again strongly in favour of the latter, the consumption of which, exclusive of the railroad bars, is seven-eighths of the whole; 172,500 bars of railroad iron have been received at this port the last year, and a very large quantity is on the way. A

rolling-mill has for some time been in successful operation in this city, the establishment has rolls capable of turning out bars of large size. The importation of lead will cease altogether, as the mines of this State and Nevada can supply all we require, at under the cost of the imported article.

Coals.—The importations of foreign coals of all descriptions have been as follows:—

						Tons.
West Hartley	..	..	..	..	..	8,835
Scotch Splint	..	..	..	..	..	567
Cannel	..	..	..	..	..	2,937
Welsh	..	..	..	..	..	4,250
English	..	..	..	..	..	9,512
Bog Head	..	..	..	..	..	120
Australian	..	..	..	..	..	30,200
Chili	..	..	..	..	..	8,646
Vancouver Island	..	..	..	..	..	23,397

The supply of English and Welsh coal has been ample, and the price realized have been unsatisfactory, in no instance covering cost and charges. Australian coal is in favour, and has realized a larger price than usual, in comparison with that of Welsh and English. Vancouver Island coal is stored by the agents of the company; if their fixed price of $12\frac{5.0}{10.0}$ dols. cannot be realized ex ship, there is no demand for this coal at their price when other is offering.

Manufactures of Cotton, Wool, Linen, and Jute.—In taking a retrospective view of the business transacted during the past year in this market in British manufactures of cotton, wool, linen, and jute, it will be found that, with few exceptions, importers have not had an adequate return for the capital and industry engaged in this branch of commerce.

Manufactures of Cotton.—The protective duty has effectually shut out every leading article in this line, even English prints, which in former years were largely consumed, are more and more driven out by the article manufactured in the Eastern States. The manufacturers there are steadily improving, and while the texture of the cloth has always been superior to the English article, taking count for count, being made of purer cotton, the style of printing is now almost equal to the English; it is therefore not surprising that with a rate of duty of $5\frac{1}{2}$ cents per square yard, and 20 per cent. *ad valorem*, English prints cannot be any more sold with advantage to the importer. Plain bleached and brown cottons have been long ago superseded by the domestic article; the trade in English cotton goods is therefore reduced to the finer grades of white cottons, comprising cambrics, jaconetts, nanisooks, quilts, &c., the total of which, however, do not represent an important amount. Spool cotton thread, which was formerly exclusively imported from England, is now also largely manufactured in the Eastern States, and the time cannot be far distant when, with the present Tariff, this article will also cease to be imported. In linen goods the Irish and Scotch manufacturers have not yet found any rivals in the United States, as the Tariff being 30 to 35 per cent. *ad valorem* does not so oppressively weigh on these manufacturers; still, owing to excessive competition among merchants, the profits, notwithstanding steady and even increased consumption, have been very small indeed, a great number of articles, comprising table linens, handkerchiefs, towels, &c., have been pushed off by auction at less than importation cost; the same remarks as to competition must apply to English cotton hosiery, for which there is a steady and increasing demand; still, dishonest traders, having been able to procure in England supplies on credit, have realized the goods by auction at any price, and thus kept the market in a depressed

state, from which it has not yet recovered. Woollen hosiery is now chiefly manufactured in California and in Germantown in the Eastern States. Manufactures of wool, although oppressed by a very heavy Tariff, are still a very important branch of importation from England, the industry of Bradford and Halifax has not yet been rivalled in the United States, and tapestry, carpets, Orleans, and many fabrics suitable for ladies' wear are sold in increasing quantities at a fair advance on cost and charges. The bulk of our importation from Great Britain consists now of bags and bagging, materials for our grain crop chiefly made from jute in Dundee; still although the consumption in 1868 has been immense, the supplies have been much in excess of the demand, and as nearly every mercantile firm with connections in Great Britain imported these articles, the prices gave way, and left a severe loss upon importation cost. There is here at present a factory for the manufacture of these articles in course of construction, which cannot, however, in all probability approach to supply the increasing demand for Dundee manufactures, which will still, to a great extent, have to be brought to Great Britain; the prices will, of course, be regulated by the laws of supply and demand. The Treasury regulations, in regard to Custom-house matters, are very stringent. A warehouse bond is quite an elaborate document, holding the goods, the warehouse-keeper, and the importer; but as if this were not enough, two sureties (one an American citizen) must be provided, who have to swear that they are worth double the amount of the duty, and if the goods are not withdrawn within a year, 10 per cent. has to be added to the duty. Merchants are thus discouraged from keeping stocks other than required for immediate consumption, and orders from foreign parts cannot frequently be executed for the want of supplies.

The following Return gives the duties on the leading articles of import, with the quarterly average prices:—

Articles.	Duties.	Measures or Weights.	First Quarter, Average Price.	Second Quarter, Average Price.	Third Quarter, Average Price.	Fourth Quarter, Average Price.
Coals:—			dols. cts.	dols. cts.	dols. cts.	dols. cts.
Liverpool	1 dol. 25 cts. per ton ...	Ton	14 00	12 00	10 92	11 13
West Hartley	"	"	15 00	13 00	11 00	12 92
Scotch Splint	"	"	15 50	...	...	13 15
Australian	"	"	14 91	13 45	10 70	11 73
Chili	"	"	12 50	12 00	10 25	11 75
Coffee:—	5 cts. when imported from place of growth in American vessels or in foreign vessels not subject to discriminating charges, otherwise 10 per cent. additional	lb.	00 18½	00 16	00 15½	00 17
Costa Rica... ..	"	"	00 18½	00 17	00 17½	00 17½
Rio	"	"	"	"	"	"
Cordage, Manilla ...	Tarred 3 cts., untarred Manilla 2½ cts.	"	0 15	0 16½	0 17½	0 17½
Grain bags, hemp or jute 22 x 36	30 per cent. <i>ad valorem</i>	each	0 12	0 12½	0 12	0 11½
Gunny bags	Valued at 10 cts., or less per square yard, 3 cts. per lb., over 10 cts., 4 cts.	"	0 20½	0 18	0 16½	0 17
Gunpowder	Value 20 cts. per lb., 6 cts. and 20 per cent. <i>ad valorem</i> , over 10 cents and 20 per cent. <i>ad valorem</i>	keg.	2 50	2 50	2 50	2 50
Malt Liquors:—						
Ale, English draught ...	20 cts. per gallon ...	hogshead	47 50	47 50	45 00	45 00
" " bottled ...	35 " " "	dozen	3 75	3 87½	3 75	3 00
Porter " draught ...	20 " " "	hogshead	47 50	46 50	45 00	45 00
" " bottled ...	35 " " "	dozen	3 25	3 12½	3 12½	3 00
Metals.—						
Iron, pig	9 dols. per ton ...	ton	38 90	39 82	35 66	36 83
" bar refined	1 to 1½ cts. per lb. ...	lb.	0 3	0 3	0 3½	0 2½

Articles.	Duties.	Measures or Weights.	First Quarter, Average Price.	Second Quarter, Average Price.	Third Quarter, Average Price.	Fourth Quarter, Average Price.
<i>Metals—continued.</i>						
Iron, sheet... ..	1½ to 1½ cts. "	lb.	0 3½	0 3½	0 5	0 4½
Copper sheathing... ..	3½ cts. per lb. "	"	0 26	0 25	0 26	0 26
Steel, English... ..	2½ to 3 cts. per lb. "	"	0 11	0 12	0 14½	0 15
Tin plates 1 X... ..	25 per cent. <i>ad valorem</i>	box	13 00	13 00	13 00	12 50
" 1 C... ..	"	"	11 30	10 25	10 25	10 50
Lead, pig... ..	2 cts. per lb. "	lb.	0 7½	0 7½	0 8	0 7½
" sheet... ..	2½ cts. "	"	0 9	0 9	0 9½	0 9½
<i>Naval Stores,—</i>						
Pitch... ..	20 per cent. <i>ad valorem</i>	barrel	5 50	5 25	5 00	5 00
Tar... ..	"	"	7 00	6 75	7 75	7 50
Rosin... ..	"	"	6 30	7 25	7 00	6 75
Turpentine, spirits of... ..	30 cts. per gallon	gallon	0 66	0 65	0 67½	0 67½
" Anchors... ..	2½ cts. per lb. "	lb.	0 8	0 8½	0 8	0 8
Chains and cables... ..	2½ "	"	0 7½	0 7	0 7½	0 7
Rice, China No. 1... ..	2½ "	"	0 6½	0 6½	0 6½	0 6½
<i>Spices.—</i>						
Cloves... ..	20 cts. per lb. "	"	0 33	0 32½	0 31½	0 30
Nutmegs... ..	50 "	"	1 6	1 17	1 00	1 5
Pepper grain... ..	15 "	"	0 22	0 22	0 24	0 23½
Mustard... ..	16 "	dozen	3 00	3 00	3 00	3 00
<i>Spirits.—</i>						
Brandy, Hennessy... ..	50° and under 3 dols. per gallon, rising 6 cts. for each degree	gallon {	6 50	6 50	7 00	7 00
" Martell... ..	"		8 00	8 00	8 00	7 75
" Rochelle... ..	"		5 00	5 25	5 25	5 00
Whisky, Scotch... ..	50° and under 2 dols. "	" {	5 00	5 00	5 25	5 00
Rum, Jamaica... ..	50 cts. per gallon, rising 5 cts. for each degree		4 75	4 75	5 00	5 00
Gin, " " " " "	"		3 75	3 50	3 50	3 75
Sugar, China... ..	3 to 3½ cts. per lb. "	lb.	0 10	0 10½	0 9½	0 11½
" Sandwich Island... ..	"	"	0 11½	0 11½	0 11	0 12
Tea, first quality, Japan... ..	25 cts. per lb. "	"	0 85	0 90	0 85	0 85

Sterling exchange has not varied very materially during the year; bankers selling 60 days' sight drafts at 47½*d.* to 48*d.* to the dollar. Sight drafts on New York have ruled at 1 per cent. to 1¼ per cent. premium, and telegraphic transfers at 1¼ per cent. to 1½ per cent. premium. The largest banking establishment is one incorporated under the laws of this State, with a capital of 5,000,000 dollars; the shares are all, or nearly all, in the hands of residents of the State; it exercises a vast monetary influence both in this State and the neighbouring States, and the shareholders have received for over two years 1 per cent. per month in dividends.

Three English joint-stock banks and one private one have been established some years, and do a fair amount of business; besides these, are several private bankers, all of whom enjoy more or less the confidence of the community. We have also in this city eight savings' and loan societies, with deposits amounting to 4,474,500*l.* on account of 29,893 depositors. The dividends have averaged 9½ per cent. per annum on temporary deposits, and 10½ to 11 per cent. on deposits for stated periods.

The amount of duties received at the Custom-house in 1868 amounted to 1,711,400*l.* being an excess over the previous year of 191,015*l.* There was no change in the duties in 1868, so it may be inferred that the extra receipts were from increased importations in response to the increased demand.

The rate of interest on mercantile paper has varied from 1 to 1¼ per cent. a month; on long loans on mortgage from 9 to 12 per cent. per annum.

Gold continues the recognized currency of the State, but in contracts it is necessary to have inserted, "Payment to be made in United States' Gold Coin."

Shipping.—In the past year there arrived from Great Britain and

British Colonies 98 British ships, measuring 64,336 tons, and from foreign ports 22 ships measuring 9,052 tons; in the same period the following ships of other nations arrived from foreign ports :—

					Tons.
United States	269	vessels	measuring	337,800	
France	15	"		7,337	
Hamburgh	2	"		736	
Oldenburgh	2	"		660	
Bremen	3	"		3,615	
Belgium	7	"		959	
Sweden and Norway	3	"		971	
Prussian	2	"		854	
Italian	11	"		5,416	
Russian	1	"		637	
North German	12	"		5,390	
Sandwich Islands	14	"		5,020	
San Salvador	4	"		2,618	
Columbian	5	"		960	
Georgian Islands	3	"		395	
Guatemala	3	"		2,057	
Mexico	1	"		103	

I give below the tonnage, arrivals, and departures for the past five years :—

	Arrivals,					Departures.				
	1868.	1867.	1866.	1865.	1864.	1868.	1867.	1866.	1865.	1864.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Europe	14,581	9,591	12,913	9,823	12,234	..	..	..	..	..
Great Britain	59,486	35,555	24,732	19,879	36,505	94,411	124,814	40,900	14,049	15,102
Australia	26,796	22,357	43,265	15,210	18,464	13,664	3,208	48,562	9,916	10,095
British Columbia	30,539	21,172	18,695	45,480	54,746	44,414	28,436	23,749	54,785	71,583
China and Japan	57,854	43,796	26,314	40,660	35,208	59,666	41,800	25,350	34,482	45,453
East Indies	6,308	9,163	11,524	7,029	8,102	2,993	6,017	1,929	10,250	10,986
South America	14,705	18,560	9,373	15,767	11,494	34,288	13,742	34,991	59,250	70,123
Central America	11,290	28,062	20,205	18,455	7,023	9,465	28,282	21,769	22,194	10,145
Mexico	28,169	19,947	27,327	26,097	24,301	44,836	21,752	27,959	28,839	31,155
Islands of the Pacific	22,978	17,176	20,173	16,415	17,734	29,193	20,790	17,924	22,763	21,082
Whaling voyages	4,022	7,328	8,315	7,960	10,680	2,782	5,195	9,099	8,285	9,573
Panama	163,905	104,445	106,939	90,683	105,329	175,882	111,230	103,809	96,106	106,180
Atlantic Ports of United States	131,074	141,865	90,176	85,797	120,064	55,525	43,505	32,985	27,135	21,967
Pacific	504,762	409,463	320,799	302,376	283,389	493,200	508,385	332,460	312,050	382,046

The increase of shipping to and from China is made up from the large amount of tonnage embraced in the United States' mail-line now in successful operation, and running monthly.

Ship-building.—There has been considerable activity in San Francisco, and on the coast of the State in ship-building the past year. The following steamers and sailing vessels have been registered:—

Name.	Where Built.	Tons.
Steamers:—		
El Capitan	San Francisco	982
Red Bluff	"	243
Santa Cruz	"	295
Ancon	"	654
T. C. Walker	Stockton	235
Enterprise	"	246
Chin du Wan	"	181
Gipsy	San Francisco	141
Hope	"	73
Caroline	Union City	63
Fairy Queen	Solano	14
Barques:—		
Western Belle	Eureka	230
Grace Roberts	Port Orchard	268
Eureka	Humboldt	295
Brig:—		
Nautilus	"	173
Barges:—		
San Antonio	San Francisco	442
Exchange	"	130
Matilde	"	98
Philip	"	128
Schooners:—		
Parallel	"	148
James Townsend	Noyo River	168
Phil Sheridan	Little River	145
Laura May	Humboldt	127
Ocean Pearl	Novarra River	195
Bobolink	Oakland	170
Newton Booth	San Francisco	91
Sacramento	"	98
Nor' Wester	Sancelito	89
Solano	Goat Island	71
Golden Gate	San Francisco	71
Carolita	"	71
Nicoline	"	68
Helen Merriam	"	66
Georgia Woods	"	60
St. Thomas	"	62
Fanny	"	61
Arab	"	49
Tartar	"	48
Lina Greenwood	"	49
Maggie Douglas	"	49
Wonder	"	49
Pet	Fisher Bay	49
Mabel and Edith	San Francisco	48
Mary Deleo	"	48
Ellen Grunderson	"	35
Rosella	"	39
Luella	"	35
Isabella W.	Tourales	23
Addie Gracieo	San Francisco	23
Kittie Stevens	"	13

Name.	Where Built.	Tons.
Sloops:—	San Francisco	
Emerald	"	21
Mystery	"	31
Gazelle	"	14
Amelia	"	14

The only new light-house erected on the Pacific coast since my last annual report is one at Cape Mendocino, thus described: "On western extremity of Cape Mendocino, California, the light is 380 feet above the sea level, should be seen in clear weather 27 miles. Tower, wrought-iron, 20 feet high from base to dome, in shape a regular polygon of 16 sides. Tower and lantern painted white, dome of lantern painted red. Keeper's dwelling of brick, two stories, with a wing of one story on each side, has green blinds, is situated 300 yards south of the tower, and nearly on the same elevation.

"Illuminating apparatus—first order of Fresnel, showing a white revolving light; duration of flash five seconds; duration of eclipse 15 seconds; interval between flash and eclipse five seconds. Latitude $40^{\circ} 25'$, north longitude $124^{\circ} 22'$, west magnetic variation $17^{\circ} 39'$. Distances—to Cape Blanco, north by west $\frac{7}{8}$ west, 145 miles; to Crescent City Light, north by west, $\frac{1}{4}$ west, $79\frac{1}{2}$ miles; to Trinidad Head, north $\frac{1}{8}$ west, 39 miles; to Point Arenas, south-east $\frac{3}{4}$ south, 93 miles; to Point Keyes, south-east $\frac{1}{4}$ south, 160 miles."

— The United States' Government have met with difficulties on the part of the owners of land on which they wish to erect lighthouses, there would otherwise have been erected last year three others; five are in contemplation this year.

A stone dock, situated about four miles from the centre of the port has been completed the past year, its dimensions are as follows:—

	Feet.
Extreme length.. ..	450
Length in blocks	416
Width at top	120
" bottom	60
Depth	30
Width at entrance	90

A vessel drawing 22 feet can be taken in at mean high tide. The dock is fitted with a caisson gate, and supplied with two centrifugal pumps, which will entirely free it from water in two hours. There is also close to the dry dock a floating dock, capable of lifting a ship of 1,400 tons register, and a smaller one in the northern part of the harbour. The government sectional floating dock at Mare Island, hitherto placed at the disposal of the shipping community is now used solely for government purposes.

Agriculture.—The area of land under cultivation in 1867 was estimated in my last annual report at about 1,850,000 acres. The Surveyor-General's report of that year, only recently published, gives the quantity at 1,757,684, with a yield of wheat per acre of about $16\frac{1}{2}$ bushels, and of barley of $24\frac{1}{2}$ bushels; in many parts of the State, and on certain soils, the land is left for what is termed a volunteer crop, which reduces the yield per acre of the entire crop very materially; the past year the quantity of land put under cultivation had largely increased, and will certainly be found to have exceeded 2,000,000 acres when the returns are made.

Farming has to be conducted very differently here to what it has in England, or the Eastern States of the Union, consequent upon the long drought from May to November, and the intense heat of summer baking the ground to an extent to utterly prevent its being amenable to the plough until the rains commence, when work is actively commenced, first on the high lands, so as to enable them to hold all the water possible in case of a dry winter, afterwards the low and moist lands are ploughed and prepared for the seed. A quantity of land passed over as worthless, or nearly so, by immigrants in search of farms is now found to be admirably adapted for the growing of grain under a system very aptly described in a local magazine as follows:—"The system of 'summer fallowing' prevails to a small extent; by this plan, the farmer divides "his 'ranche' into two parts which he sows in alternate years; the part "not down in grain this year he ploughs after he gets his seed in, and "lets it lie fallow through the summer; in the fall he harrows it and 'sows "in the dust,' as it is called, breaking the ground with his harrows to "a dry powdery dust, in which he sows his grain. It seems a thank- "less task to scatter wheat in such a field, dry and barren, which has "seen no rain for six months, but when the season of moisture comes the "ground is ready to absorb it all, and this grain starting early is firmly "rooted, and if the rains be light, every drop is economized, while if the "season be wet, the grain is firm and strong enough to stand a flood; "besides this, the 'summer fallowing' gives the ground a rest on alternate "years."

It is only within the past two or three years that the lands alluded to have been farmed, but as the superior lands in proximity to a market, or the means of transporting the produce to one are taken up and sold at prices comparatively high to what they brought a few years ago, attention has been turned to them, and they are now eagerly sought for. During the past year, very large tracts of United States' Government land, lying 175 to 250 miles to the south-east of this city have been taken up by speculators, under a law which enables the land to be covered by certain Government warrants, upon which a United States' patent is issued; the soil of a large portion of these lands is poor, but as the cost under the plan adopted has not exceeded a dollar (4s.) an acre, it has not been, and will not be found, difficult to find purchasers at a considerable advance in newly-arrived immigrants with limited means; on the poorer portion of these lands fair crops can be secured with an average amount of rain and with systemized farming, but in dry seasons the crops must be to a great extent a failure. In the southern part of the State, grain growing has been tried, but it is yet uncertain how it will answer; near the coast "smut" has almost destroyed wheat, whilst fair crops of barley have been raised. The extension of railroads through the State will advance the agricultural interests very materially, and the vast quantities of wheat now grown in excess of our requirements will soon assume a proportion which will cause the grain-importing countries to watch with much interest the prospects of the Californian harvest. The Purveyor-General's report, to which I have before alluded, gives the yield of the various cereals and productions of the State to have been as follows:—

Wheat	..	..	..	..	14,432,883 bushels
Barley	..	..	..	..	8,200,075 "
Oats	..	..	..	..	1,216,977 "
Rye	..	..	..	..	16,071 "
Corn (Maize)	..	..	..	..	971,055 "
Buckwheat	..	..	..	..	10,275 "
Peas	..	..	..	..	64,470 "
Beans	..	..	..	..	149,893 "
Castor Beans	..	..	..	..	337,855 "

Pea Nuts..	..	..	..	73,006 bushels
Potatoes, Irish	..	..	..	1,359,658 "
" sweet	..	..	..	75,408 "
Onions	..	..	..	70,200 "
Hay	..	..	..	364,309 tons
Flax	..	..	..	7,861 lbs.
Hops	..	..	..	569,907 "
Tobacco	..	..	..	90,817 "
Beets	..	..	..	3,564 tons
Turnips	..	..	..	2,504 "
Pumpkins	..	..	..	12,098 "
Cotton	..	..	..	550 lbs.
Silk cocoons	..	..	..	3,043 "
Butter	..	..	..	4,964,213 "
Cheese	..	..	..	2,786,338 "
Honey	..	..	..	455,455 "
Wine	..	..	..	1,884,792 gallons
Brandy	..	..	..	163,031 "

No statistics are given of the production of fruit, but outside of the influence of the strong sea breezes, olives, almonds, oranges, figs, and other fruits indigenous to warmer climates grow luxuriantly.

Mining.—The receipts from the interior indicate that there is no falling-off in the produce of the gold and silver mines of the Pacific coast; the gold mines of this State have probably been scarcely so productive the past year, the entire yield, it is estimated, not having exceeded 4,000,000*l.*, of which about 1,400,000*l.* is extracted from quartz, and the remainder the product of the other various descriptions of mining, comprising hydraulic, cement, blue gravel, placer, and ancient bed of river mining; the counties which were the first to supply treasure, consisting of Nevada, Yuba, Butte, Sierra, Plumas, and Placer, still maintain their prestige, and more recently Amador and Calaveras have proved equally productive; many other counties contribute to the general supply, but in smaller quantities. The Washoe (silver) mines of Nevada State have fallen off in their yield in 1868 fully 1,000,000*l.*, but in the past few months a new district, 300 miles east of Washoe, has been discovered, which is supposed to be far richer in silver than any previously known; the ore contains the chlorides of silver, and is found in a limestone formation, the deposits being horizontal, or nearly so; the rule adopted there, as elsewhere, of locating claims on the vein with the dips and angles, will, it is feared, prove a source of great trouble, the system being difficult to apply in cases where the walls of the deposits are irregular or ill-defined, as also in a case when the deposits approach a horizontal position; a few regular veins have been discovered in the same neighbourhood, but the work yet done on them has not discovered anything very rich. One mill at White Pine (the new district) lately received 325 tons of rock from 20 different mines, the average assay value of which was 58*l.* per ton. The early completion of the Great Pacific Railroad will assist in the development of the mines; it is already completed through a large section of mining country, and ores which have proved too refractory to be worked to advantage when found, from the scarcity of fuel, can now be sent at a reasonable cost to this port for shipment to the Eastern States or England, or other parts of the State offering advantages for working. A railroad has been projected, and is now soon to be commenced from Washoe to the Carson River, giving facilities for the transmission of ores to water power, and that of fuel to the mills of Virginia city and neighbourhood (Washoe); this will enable the low classed ores, of which there is a very large quantity in all the mines, to be worked. Idaho and Montana territories sent in the year to this city treasure to the value of about 700,000*l.*; the mines are being vigorously worked, and new discoveries constantly made.

The annexed Statement shows the bullion receipts and dividends from, and assessments on, twenty-two of the mines on the Comstock Silver Lode for the past three years:—

Company.	Bullion.	Assessment.	Dividend.
	\$	\$	\$
Alpha	..	90,000	..
Belcher	..	104,000	..
Bullion	..	100,000	..
Crown Point	1,086,230	90,000	360,000
Confidence	110,668	15,600	..
Chollar-Potosi	885,076	140,000	..
Daney	..	56,000	..
Exchequer	..	24,000	..
Empire	213,771	..	..
Gould and Curry	29,557	72,000	..
Gold Hill Quartz	103,686	10,000	7,500
Hale and Norcross	392,400	200,000	..
Imperial	684,040	100,000	24,000
Justis and Independent	..	52,500	..
Kentuck	1,259,707	..	480,000
Lady Bryan	20,000	150,000	..
Ophir	..	167,000	..
Overman	352,590	176,000	..
Segregated Belcher	4,371	38,400	..
Savage	2,534,868	..	1,184,000
Sierra Nevada	22,805	90,000	..
Yellow Jacket (estimated)	800,000	150,000	360,000
Total—In 1868	8,499,769	1,825,500	2,415,500
„ „ 1867	13,626,062	1,296,250	3,991,950
„ „ 1866	11,732,100	1,194,820	1,754,400

Quicksilver.—The yield of the different quicksilver mines the past year has been as follows:—

	Flasks of 76 lbs.
New Almaden	25,628
New Idria	12,279
Redington	8,688
Guadaloupe	1,048
San Juan Baptiste	799
Other small mines	214

Exports have been made to the following points:—

To China	16,682
London	5,000
New York	4,000
Australia	1,550
Mexico	14,050

The large shipments have removed the heavy stock on hand at the end of 1867. The sale and disposition of all the quicksilver is in charge of one house, by which means competition has been avoided in this market, and in the different countries to which it is sent the price has been uniform at 60 cents per lb. The consumption of the Pacific coast of the Union amounts to 12,211 flasks, the silver mines of Nevada of course taking the chief part.

Copper.—The low price of copper has prevented any active working of the mines; there have been exported in the past year about 5,000 tons, 1,450 of which went to England, and the remainder to New York.

Tin.—One mine in Iso Angeleo county has been opened, and will soon yield ore in quantity; it is expected to yield 7 to 8 per cent. of metal.

Iron.—This metal is found in various parts of the State, but chiefly in Sierra and Mono counties; at present little or nothing has been done towards working the mines.

Manganese is met with in several parts of the State, but the principal deposit is on a small island ten miles from the city. The ore is taken out in considerable quantities, and shipped chiefly to England.

Lead is found in various parts of the State, and sufficient is extracted to keep employed extensive works recently erected in the neighbourhood of the city.

Plumbago exists in considerable quantities, but no mine has been worked.

Factories, &c.—We have the following factories and mechanical works established in this city:—1 cordage factory, 11 flour mills, 8 furniture manufactories, 1 gas-meter manufactory, 2 glass works, 21 breweries, 7 broom and wooden-ware manufactories, 3 woollen mills, 3 sugar refineries, 15 tanneries, 1 marble saw works, 1 candle manufactory, 16 soap manufactories, 8 saw mills, 5 salt mills, 7 sash and door manufactories, 1 rolling mill, 1 pyrotechnic works, 3 pianoforte manufactories, 1 mirror-silvering works, 5 match manufactories, 6 maltheuses, 2 glass-cutting works, 1 gold and silver refinery, 1 hose and belt manufactory, 17 iron foundries, 7 iron door and safe manufactories, 1 glue manufactory, 1 last manufactory, 1 lead and shot manufactory, 1 linseed-oil mill, 1 bellows manufactory, 3 billiard table manufactories, 5 box manufactories, 5 brass foundries, 3 chemical works, 60 cigar manufactories, 2 tool and file manufactories, 2 trunk manufactories, 1 type foundry, 1 vinegar manufactory, 1 wire goods manufactory, 1 dry dock, and 2 floating docks.

In other parts of the State there are factories of various kinds. Amongst them are 4 woollen mills, several foundries and boiler shops, 52 steam flour mills and 67 water mills (with 290 run of stones), 202 steam saw mills, 163 water mills, 1 cotton mill, 3 paper mills, and 2 powder mills.

In the different factories, &c., of this city there are about 6,000 men employed.

In April last there was established here a Labour Exchange, to enable immigrants to be provided at once on arrival with employment, and it has proved a marked success. It is supported by voluntary contributions. At the end of the year nearly 15,000 persons had been provided with employment. The wages paid to the different persons are given below, and represent what can be obtained by mechanics and others without belonging to any of the existing numerous unions:—

	Per Day.				Per Month, and Board and Lodging.	
	dols.	cts.	to	dols. cts.	dols.	dols.
Blacksmiths	2	50	to	4 0	60	to 100
Boys	..	..	..	..	10	.. 80
Bricklayers	5	0	..	6 0	..	..
Cabinet Makers	3	0	..	4 50	..	..
Carpenters, House	3	0	..	4 0	70	.. 80
Cooks	..	..	..	..	35	.. 80
Coopers	2	75	..	3 50	..	..
Coachmen	..	..	..	..	30	.. 50
Engineers	4	0	..	5 0	..	..
Farm Labourers	1	50	..	2 50	25	.. 40
Firemen	..	..	..	..	50	.. 60
Foundrymen	2	0	..	2 50	..	..
Gardeners	..	..	..	..	30	.. 45
Grooms	..	..	..	..	30	.. 45
Harness Makers	2	50	..	4 0	..	..
Iron Moulders	3	50	..	4 0	..	..
Labourers	1	50	..	3 0	25	.. 50
Lumbermen	..	..	..	..	35	.. 70
Machinists	3	50	..	4 0	..	..
Married Couple (generally useful).	..	..	..	..	50	.. 80
Masons	4	0	..	5 0	..	..
Millers	3	0	..	4 0	..	..
Miners	2	50	..	3 0	..	..
Nurses	..	..	..	..	25	.. 35
Ostlers	..	..	..	..	30	.. 45
Painters (House)	2	50	..	4 0	..	..
Plasterers	4	0	..	5 0	..	..
Porters	..	..	..	..	30	.. 40
Sawyers	..	..	..	..	40	.. 90
Shepherds	..	..	..	..	25	.. 35
Shoemakers	..	..	..	..	35	.. 70
Tanners	..	..	..	..	35	.. 45
Teamsters	..	..	..	..	35	.. 65
Tin Workers	3	0	..	4 0	..	..
Upholsterers	3	0	..	4 0	..	..
Varnishers	2	50	..	3 0	..	..
Waggon Builders	3	0	..	4 0	50	.. 80
Waiters	..	..	..	..	20	.. 40
Wheelwrights	3	0	..	4 0	60	.. 80
Wood Choppers	1	25	..	2 0	40	.. 60

Seamen's wages have been uniform throughout the year at 25 dollars per month on foreign and 35 dollars per month on coasting voyages.

Railroads.—Much greater activity has been displayed in the building of railroads than at any previous period. Since the date of my last Annual Report the Great Pacific Road has been carried far beyond the limits of the State to the east, and by next July it will probably connect with the Union Pacific coming westward in the neighbourhood of Salt Lake. It will be carried to the north of the lake, and about 55 miles north of Great Salt Lake City. The rapidity with which the work on the two roads across the Continent has been carried on is altogether unparalleled in the history of railroad building. The Union Pacific Company, until they commenced the ascent of the Rocky Mountains, had several hundred miles of perfectly level ground to go over; and the Central Pacific, going eastward, after the descent of the Sierra Nevada Mountains, had also comparatively easy grades to work upon. At times, the roads approached each other at the rate of four or five miles a-day,

and as much as six miles has been completed in one day on the Central Pacific Line. There appear to have been no extraordinary financial difficulties to impede the progress, the large assistance rendered by the United States' Government, in subsidies and lands, rendering the work of negotiating the bonds of the two Companies comparatively easy. Some difficulty will be met with on the summit of the Sierra Nevadas from snow-drifts during the winter storms, but provision has been made to guard against this, as far as possible, by the erection of strong wooden sheds over several miles of the road. Some persons look upon the snow-drifts and avalanches as likely to be a serious obstacle in unusually stormy winters; and it is said that the Union Pacific Company have it in contemplation to extend their line into California through the Beckwourth Pass of the Sierra Nevada Mountains, or one still more to the north, where the elevation at the highest point will be several hundred feet lower than the summit at the crossing of the Central Pacific Road.

The Western Pacific Road, to run from San José *viâ* Stockton to Sacramento, to connect with the Central Pacific Line, is being rapidly pushed forward: 20 out of 120 miles has been completed, but a much greater distance has been graded and made ready to receive the rails. The California Pacific Road has been completed during the year from Vallejo to Sacramento, and is now a powerful opposition to the steamers running to Sacramento, as the journey by water and rail is done in half the time. The California Pacific Main Road is to be built to Marysville, and a portion of the present line to Sacramento is a branch of the main road. The San José Railroad has been continued for 20 miles to the south, through a rich farming district, and 20 to 25 miles additional will be completed this year. In the numerous other lines projected there has been scarcely anything done.

Telegraphs.—The Atlantic and Pacific States' Telegraph Company was organized last year for the construction of lines through the Pacific States and territories, and to connect with eastern lines. The Company have built several hundred miles of lines to different cities in this State and Nevada. This opposition to the only line we had before has reduced the charges very materially.

Real Estate.—The market for city and county (the county comprises but little more than the city) lands has been more or less active throughout the year. In the early part of it there was considerable excitement, and the value of both business and outside locations materially advanced. The advance afterwards was much less marked until the severe earthquake which visited the city on the 21st of October, when there was a feeling of insecurity which operated adversely to all interests. Towards the close of the year confidence became restored, and the only property which maintained a permanent depression is the ground in the lower part of the city, made by the filling up of the bay, and upon which the most serious damage was done. In the four quarters the value of the land sold was as follows:—

					\$
First quarter	..	..	..	..	7,209,815
Second „	..	..	..	..	6,620,621
Third „	..	..	..	..	7,654,333
Fourth „	..	..	..	..	5,732,257
					27,217,026 in 6,724 sales

The value of lands sold in 1867 was 17,640,367 dollars, and in 1866 13,666,688 dollars.

Stock Board.—The transactions at the Stock Board for the past three years were as follows:—

				\$
In 1868	..	..	..	115,943,120
1867	..	..	..	66,274,577
1866	..	..	..	32,835,893

Mint Returns.—The total coinage at the branch Mint in this city, for the past three years, is given below :—

				\$
In 1868	..	..	..	17,365,000
1867	..	..	..	19,370,535
1866	..	..	..	17,915,500

The decrease in the coinage, the past year, is probably to be traced to shipments of gold and silver bars to China instead of Mexican dollars. Gold bars are said to be much employed by the Chinese in large transactions.

Federal Revenue.—The revenue from the duties received at this port, and from internal revenue of the first district, comprising San Francisco and San Mateo counties, in 1868, was as follows :—

					\$
Duties on imports (gold)	..	..	..	..	8,557,031
Internal revenue (currency)	..	..	..	..	3,977,064
Sale of stamps	..	..	..	..	527,879

The internal revenue was derived from the following sources :—

					\$
Manufactures	..	..	..	..	2,472,918
Sales	..	..	..	..	159,205
Special taxes	..	..	..	..	172,039
Income	..	..	..	..	817,929
Bank circulation and deposits	..	..	..	..	200,720
Other collections	..	..	..	..	154,268

State Finances.—

					\$
Total funded debt bearing 7 per cent. interest per annum	..	..	..	..	4,695,500
Amount of cash in treasury, December 1st, 1868	..	..	..	..	1,168,593
Total actual debt	..	..	..	..	<u>3,526,907</u>

Total funded debt, December 1, 1867, 5,322,000 dollars, showing a reduction in the year of 626,500 dollars.

The annual assessment of real and personal property in the State (for purposes of taxation), for the past five years, is given below :—

					\$
In 1864-5	..	..	..	..	180,484,949
1865-6	..	..	..	..	183,509,161
1866-7	..	..	..	..	200,764,135
1867-8	..	..	..	..	218,949,634
1868-9 (estimated)	..	..	..	..	230,000,000

The assessment of San Francisco, city and county, exceeds that of all the rest of the State. The tax on real and personal property, in 1868, was 3 per cent., a reduction of one-tenth of 1 per cent. on the previous year.

City and County Finances.—The municipal expenditures, in the fiscal year ended 30th June, 1868, were as follows :—

For current expenses	\$	1,215,925
Permanent improvements		165,559
Interest		200,645
Reduction of debt		206,457
		<u>1,788,586</u>

The revenue was derived from the following sources :—

Taxes	\$	1,509,162
State and county licenses		99,484
Municipal licenses		38,895
Sale of Bonds.. .. .		47,500
Other sources.. .. .		271,264

The following Table shows the bonded debt :—

Issued in	By the	Payable in	Annual Interest.		Annual Sinking Fund.	Bonds in Circulation.
			Per Cent.	Payable in		
1851 ...	City	1851	10	San Francisco	Dollars. 50,000	Dollars. 1,189,200
1855 ...	City	1875	6	New York	30,000	236,000
1858 ...	City and County	1888	6	San Francisco	42,500	1,078,500
1860 ...	School Department	1870	10	New York	5,000	54,500
1861 ...	City and County for San José	1870	10	"	2,500	16,000
1862-3 }	Railroad	1877-8	7	San Francisco	about 25,500	257,500
1863 ...	City and County for City Slip	1883	7	" "	" 42,000	801,500
1864 ...	City and County for Central Pacific Railroad	1884	7	" "	"	28,000
1864 ...	City and County for Western Pacific Railroad	1894	7	" "	"	400,600
1865 ...	City and County for Western Pacific Railroad	1895	7	" "	"	250,000
1866 ...	School Department	1881	7	" "	15,000	243,000
	Total bond in circulation	...	...	...	...	4,554,200

State and city securities have risen considerably in value the past year. State bonds, bearing 7 per cent. interest, have been in demand at 94 to 95 cents on the dollar, and city 7 per cent. at 88 to 90 cents.

The passenger statistics show an increase of arrivals over departures of about 205,000 persons. The estimated population of the city varies from 135,000 to 140,000, including 4,000 Chinese and 2,700 coloured.

It is estimated that the population of this State is about 550,000, and that the total population of the Pacific States and territories of the Union amounts to about 750,000, of which 60,000 to 65,000 are Chinese, a large portion of whom are engaged in working mining claims abandoned by white people; nearly 10,000 are employed on the Pacific and other railroads, and the remainder are distributed amongst the different industrial pursuits, except the few following mercantile and trading occupations.

The following Table gives the fall of rain from July to July for the past five years. The rainy season commences about November, and ends usually in April :—

	Inches.
In 1863-4	10 $\frac{0.8}{100}$
1864-5	24 $\frac{7.3}{100}$
1865-6	22 $\frac{9.3}{100}$
1866-7	33 $\frac{8.4}{100}$
1867-8	38 $\frac{8.3}{100}$

The fall up to the 25th this season was 15.72 inches.

As will have been seen by the foregoing reports and statistics, the

general prosperity of California has been very marked the past year. The mines have been successfully worked ; the crop of grain has exceeded that of any previous year ; the destined expansion of the trade with the East has been fairly started by a regular monthly steam communication with Japan and China, carried on by ships of great size and speed ; and a large portion of the State, hitherto unattractive to the many in search of farms and land investments, has been found to offer great inducements to both the settler and the capitalist. Added to this is the strong belief that with the completion of the Great Pacific Railway the immigration will increase to an unprecedented extent, and a large amount of the floating capital of the Eastern States be transferred to this coast. How far this belief is to prove a reality has yet to be seen. A few are to be met with who do not look upon the railroad as the harbinger of so much prosperity, fearing that the augmentation of trade caused by the passage of Eastern produce may be in some measure neutralized by competition from Chicago and other cities to the east of the Rocky Mountains, whose merchants have energy equal to those of San Francisco, and a large command of capital. This is a problem to be solved ; but this State and the neighbouring States and territories have advantages in healthfulness of climate, fertility of soil, and mineral wealth, sufficient to ensure large accessions to their population. It is probable that the value of both city and county lands has advanced in anticipation of future demand to a somewhat exaggerated point, especially in this city and its surroundings, miles of which, laid out in streets, either on maps or in fact, and sold in building plots, will require to cover them with habitations within a reasonable time, an increase of population exceeding in magnitude the records of any city on the Continent.

The population of San Francisco, compared to that of the country of which it is the port, will always be very large, the cause for which is to be found in the more genial climate of the neighbourhood of the coast, the few comforts the small mining towns afford, and the absence of any rival port for its foreign trade.

San Francisco, March 1, 1869.

COMMERCIAL REPORTS

RECEIVED AT

THE FOREIGN OFFICE

FROM

HER MAJESTY'S CONSULS,

IN 1869.

JULY.

*Presented to both Houses of Parliament by Command of Her Majesty,
JULY 1869.*

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1869.

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COLOMBIA.

CARTHAGENA AND BARRANQUILLA.

Report by Mr. Consul de Fonblanque on the Trade of Carthagena and Barranquilla for the Year 1868.

TRADE AND COMMERCE.

THE exports from Carthagena during the year 1868 (exclusive of specie) came to the value of 110,927*l.* 7*s.* 5*d.* The imports to 149,297*l.* 10*s.*

The specie exports stand as follows:—

				£
To the United Kingdom	..	..	..	13,038
France	..	..	..	11,174
Other countries	..	..	..	966
Total	..	..	..	<u>£25,178</u>

Adding this to the export of ordinary merchandise, the amount stands:—Exports 123,965*l.* 7*s.* 5*d.*; imports 149,297*l.* 10*s.*

Hitherto I have been unable to obtain Customs returns of exports and imports, but as, with a few exceptions, every import pays duty, the state of this branch of trade is reflected in the receipts of the Custom-house, which have been as follows:—

				Dollars	cts.
1865	..	..	..	138,381	81
1866	..	..	..	110,398	21½
1867	..	..	..	96,507	01½
1868	..	..	..	147,358	10

The great falling off in the year 1867 is to be accounted for by the civil war which prevailed; and the increase in the following year is due partly to the execution of orders which properly belonged to the previous twelve months, and partly to an increase in the Customs Tariff. In the year 1865 imports chargeable with duty paid duty (by weight) as follows:—1st class, 2½ cents. the kilogram; 2nd class, 5 cents. the kilogram; 3rd class, 10 cents. the kilogram; 4th class, 34½ cents. the kilogram.

They are now divided into three classes:—1st class, free; 2nd class, 5 cents. the kilogram; 3rd class, 45 cents. the kilogram.

This augmentation of duty has been in force for more than two years and adds at least 100 per cent. to the rates paid in 1865, with but an insignificant result to the national treasury.

I find great difficulty in obtaining statistics in the form serviceable for these reports. The following Table of imports and exports during the Colombian Financial year is from September 1st, 1867, to August 31st, 1868, will serve to show, at least, the character of the trade. I have stated against each article its classification in the existing tariff:—

IMPORTS at Carthagena during the twelve Months ended August 31st, 1868.

Articles.	Gross Weight in Kilos.	Class in Tariff.
Agricultural implements ..	8,033½	1st
Arms	2,316	2nd
Beasts	6,617½	1st
Boats	2,062	1st
Books, printed	2,107½	2nd
Boots and shoes	1,525	3rd
Bricks	26 000	1st
Cards, playing	624	3rd
Candles, tallow	13,726	2nd
„ sperm	39,527	2nd
Clothing	4,185	3rd
Coal	24,372	1st
Cocoa	8,715	1st*
Cordage	92	2nd
Cotton goods	94,578	3rd
Cutlery	372	2nd
Drugs	28,191	2nd
Earthenware	152,730	2nd
Fireworks	323½	2nd
Furniture	24,417	2nd
Glass goods	38,298	2nd
Gunpowder	13,479½	2nd
Hats	2,030	3rd
Indiarubber	4,120	2nd
Iron, manufactured ..	28,186	2nd
„ unmanufactured ..	1,721	2nd
Jewellery	17½	3rd
Lead	3,473	2nd
Linen goods	10,663½	3rd
„ rough	127,016½	2nd
Liquors, various	341,828½	2nd
Marble	5,901	2nd
Matches	6,460½	2nd
Metal, rough	83,765	2nd
Miscellaneous	60,230½	1st, 2nd, & 3rd
Money	456½	1st
Musical instruments ..	2,289	2nd
Oakum	94	2nd
Paint	9,028	2nd
Paper, cleaning	24	2nd
„ cooking	180	2nd
„ packing	5,624	2nd
„ printing	11,109	1st†
Percussion caps	1,495	2nd
Perfumery	3,867½	2nd‡
Plants	177	1st
Provisions	428,356	2nd
Roman cemen t	2,982	2nd
Salt	39,793	.. §
Saltpetre	57	2nd
Scientific instruments ..	243	3rd
Seeds	2,756½	1st
Silk goods	483½	3rd
Soap	71,302½	2nd||
Spices	2,409	3rd
Stationery	12,303	2nd
Steel, manufactured ..	6,890	nd
Tar and pitch	16,845½	2nd

* If from Venezuela or Equador, otherwise 2nd Class.

† If unglazed.

‡ If liquid; if not, 3rd Class.

§ Not included in the Tariff; pays a special rate of 25 cents. the miriagramme.

|| If common.

IMPORTS, &c.—*continued.*

Articles.	Gross Weight in Kilos.	Class in Tariff.
Tin plates	3,489	2nd
Tobacco	6,521½	2nd
Tortoise shell	45	3rd
Umbrellas	331	3rd
Union goods	30,797	3rd
Wax	941	2nd
Wine and spirits	74,390½	2nd
Woollen goods	3,124	3rd
Zinc, manufactured	1,442	2nd*

* If in plates, free.

The invoice value of the above was 660,973 dollars 82 cents.

EXPORTS from Carthagena during the Twelve Months ended
August 31st, 1868.

Articles.	Gross Weight.	Value.
Balsam copaiba	315	\$ 213 cts. 00
Beasts	1,706	413 00
Biscuits	120	60 00
Boxes	600	120 00
Cocoa	140	56 00
Cocoanuts	17,500	787 40
Cocoanut fibre	4,268	1,000 00
Coffee	28,436½	7,956 97½
Cotton	334,628	54,024 28
Cotton seed	40,800	600 00
Corn, Indian	12,782	528 00
Copper	150	30 00
Divi-divi	4,950	159 00
Earthenware	400	200 00
Fish	50	3 00
Flour	200	32 00
Furniture	51	100 00
Fustic	852,630	9,877 00
Gunpowder	500	180 00
Hats	1,019	10,411 00
Hydes	50,130½	7,050 00
Ipecacuanha	6,750	6,011 00
Indiarubber	533,114	247,373 14½
Ivory nuts	123,903	4,260 00
Liquors	4,815	1,160 00
Machetes	192	16 00
Mahogany	31,000	1,200 00
Mats	13,114	2,029 00
„ small	240	80 00
Oil, cocoanut	2,525	200 00
Poultry	960	200 00
Rice	4,765	381 00
Shot	300	176 00
Starch	40,814	3,838 12
Straw for hats	15,431	4,157 30
Sundries	1,000	900 00
Sugar, brown	40	8 00
Timber	387,490	7,444 00
Tobacco	442,346½	184,029 40
Vegetable fibre	15	2 00
Yams	58,800	1,930 00
Yara cake	500	63 00

The total value of exports according to the official returns is 560,470 dollars; but of this at least 2,000 dollars represents imports sent coastwise. The export of specie during the same period amounted to 23,708½ 8s., but a great part of this is drawn from other districts.

There is a marked increase in the trade with France and Germany. Regular steam communication has also opened the markets of the United States more than heretofore to the commerce of Colombia. For solid serviceable goods resource is still had to Manchester, Belfast, and Sheffield, but for cheap showy trash, and fraudulent imitations of well-known British trade marks, Hamburgh appears to distance all rivals. Our trade is evidently on the decline, and this may partly be accounted for by the fact that there is only one British merchant resident here.

SHIPPING AND NAVIGATION.

The following Table shows the shipping which entered this port in the years for which I possess an account:—

Nation.	1853.	1858.	1865.	1866.	1867.	1868.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Belgian ..	..	..	..	..	183	..
British ..	20,557	67,759	37,139	38,412	22,758	26,213
Bremen ..	..	..	838	670	197	..
Columbian ..	2,439	..	355	..	363	109
Danish ..	88	23	..	292	147	707
Dutch ..	1,425	278	524	415	1,212	1,465
French ..	1,579	1,444	1,474	1,176	1,326	2,639
German ..	..	256	..	..	..	730
Hamburgh ..	..	..	..	..	120	..
Oldenburg ..	..	..	388	1,475	757	430
Prussian ..	..	..	171	..	..	..
Russian ..	..	..	169	135	..	..
Spanish ..	119	..	118	2,897	2,800	3,242
Sardinian ..	196	146	..	..	..	..
United States ..	1,861	3,397	455	3,553	1,155	2,748
Venezuelan ..	392	..	263	..	..	..
Austrian ..	..	..	123	..	..	..
Bolivian ..	..	..	..	..	..	180
Italian ..	..	..	..	..	..	180
Norwegian ..	..	..	..	..	..	223
Total ..	28,656	73,336	42,017	49,025	31,018	38,856

In this Table are included the steamers of the Royal Mail, the West India and Pacific, and the Spanish Mail Companies, which contributed to the total tonnage in the last three years:—

	1866.	1867.	1868.
	Tons.	Tons.	Tons.
Royal Mail Company ..	19,498	14,345	12,773
West India and Pacific ..	11,022	12,397	12,982
Spanish Mail ..	2,800	2,800	4,070
Total .	33,320	29,542	29,825

The steamers of the first and third Company do not bring thirty packages a trip.

The 38,856 tons of shipping which entered this port in 1868, brought 2,116,352½ kilograms of merchandize, of which 470,984 kilograms belonged to the month of December.

AGRICULTURE.

Only about 5,000 quintals of clean cotton was shipped from Carthagena of the crops belonging to the year 1867-8. What would perhaps have produced half as much again, was left to perish on the trees, because prices in Europe had fallen. They fell, not below what in past years has been considered here as a good price, but only below the exceptional rates which prevailed for a short time in 1866-7. The laws which govern prices are entirely unknown to the class which brings the bulk of the cotton to market. If they could get 5s. per lb. for cotton to day, they would not pick it for 4s. 6d. to-morrow.

The natural capabilities of this country for the cultivation of cotton are all but unlimited. I have seen cotton in Egypt, at Smyrna, and in the vicinity of Constantinople grown from selected seed, and carefully attended to, and I can conscientiously say that the wild Colombian plant, standing with grass two feet high around it, will give, bush for bush, as good a yield. But it is hopeless to expect the people to take advantage of Nature's bounty. If some English capitalist or company would try what could be done with emigrant labour I am quite sure the result would be satisfactory. This is not the place for offering suggestions for such an experiment, but if required I shall be very glad to draw up a scheme.

- Some endeavours are being made to cultivate indigo, but are not sufficiently advanced at present to enable me to report as to their success.

PUBLIC WORKS.

The long promised steamer for the navigation of the Digue (canal to the River Magdalena) did not arrive last July, and Carthagena has ceased to place any confidence in the gentlemen who have so long amused the public. I am afraid that I cannot say anything very flattering as to the prospects of the railway at Barranquilla referred to by Vice-Consul Constantine.

BARRANQUILLA.

Although Carthagena is the capital of the State of Bolivar, and its port second to none in South America for space and safety, its trade lags far behind that of Barranquilla in the same State, as will appear from the accompanying despatch from Mr. Vice-Consul Constantine. Another year I hope to be able to forward a trade report in form from this important city.

In the foregoing Tables, the quintal is equal to 100 English lbs.; the kilogram is equal to 2 English lbs.; and the dollar is equal to 4s.

Carthagena, April 1, 1869.

FEEJEE ISLANDS.

OVALAU.

Report by Mr. Acting Consul Thurston on the Trade of the Feejee Islands for the Year 1868.

THE aggregate tonnage of shipping entered at the port of Levuka during the year 1868 has nearly doubled that of 1867, the comparative statement being as follows:—

		1867.	1868.
British ships	..	24	48
Foreign „	..	1	3
Total tons	..	3,797	7,101

Under the head of shipping and navigation little can be added to the Report of last year. The fact most worthy of record is the establishment of a Marine Branch of the Pacific Insurance Company of Sydney, which has appointed H. Emberson and Co. its agents in Feejee.

Owing to the absence of any regular means of checking the annual exports and imports of this group of islands, it has always been a matter of some difficulty to arrive at conclusions approximating the truth.

With the influx of population, and the wider dispersion of settlers, these difficulties increase, and are further augmented by the fact that small vessels calling at the remoter parts of the group often ship thence to the colonies produce which otherwise would have arrived at Port Levuka.

The reports upon the commerce of Feejee must necessarily be regarded as approximations only, until the establishment of a civilized form of Government will, through its proper departments, ensure the accuracy required to invest these returns with an exact value.

Up to the close of last year it was customary to include in the Tabulated Return of exports all the cotton on hand baled ready for shipment. Thus the amount exported showed the amount produced during the year; any cotton remaining appeared in the next year's account. This system, had the population or ports of shipment remained numerically the same, might have been continued, but the rapid increase of settlers, and the establishment of numerous trading posts and cotton depôts, render its continuance inexpedient.

In the following Table, quantities actually shipped before the date of this Report are alone shown:—

		1867.		1868.	
		Amount.	Value.	Amount.	Value.
			£		£
Cotton ..	.. cwts.	7,586	34,004	5,488	30,975
Cocoanut oil ..	.. tuns.	150	3,260	306	7,202
Bêche de mer	piculs.	880	1,600	575	1,030
Tortoise shell ..	.. lbs.	1,700	812	1,023	512
Wool ..	.. "	469	134	..	..
Fruit ..	.. "	..	150	..	200
Total ..	..	..	39,960	..	39,919

It is quite impossible to state the value of imports during the present year. Every new settler, storekeeper, and trading vessel increases the supplies, and of late the port has been so overstocked that prices generally have been reduced to a slight advance on Sydney rates.

POPULATION.

The population has greatly increased during the present year, consisting chiefly of British settlers and their families from New Zealand.

The following Table represents as nearly as possible the proportion of British residents to those of other nationalities :—

	British.	British Half Castes.	Total British.	American.	American Half Castes.	Total American.	Various Nationali- ties.
Men ..	491	95	586	42	26	68	50
Women ..	89	65	154	2	22	24	2
Children ..	174	114	288	8	64	72	4
Total ..	754	274	1,028	52	112	164	56

The total British, American, and other subjects amenable to civilized law and authority is, as shown above, 1,288 souls, against 831 of last year.

AGRICULTURE.

The varieties of cotton grown in Feejee, and mode adopted for its cultivation, together with the weights yielded per acre, has been so fully discussed in former years that preceding reports may be referred to for information.

During the past year most satisfactory reports have been made by Liverpool and London brokers upon Fijian cotton. For "Sea Island" cotton, shipped in February and March last, sales have been effected from 2s. 6d. to 3s. 11d. per lb., the latter price having been received by Dr. J. M. Brower, proprietor of the island "Wakaya."

There can be no doubt as to the capabilities of these islands for the production of either cotton, coffee, sugar, or tobacco. The greatest difficulty experienced by the planter is the want of sufficient and regular labour to cultivate a large area of ground.

At present labourers are to some extent introduced from neighbouring groups of islands, but whether it will be possible or permissible to

continue their introduction in future years appears doubtful, unless some measures can be adopted for the protection of their rights and persons.

The quantity of land purchased during the year ending this day, by settlers, from the aboriginal proprietors, is estimated to be 75,000 acres.

Natives throughout the group are cultivating cotton to some extent, which, with the increased area of land cultivated by Europeans, it is hoped will swell the value of next year's exports in a proportionate degree.

Port Levuka, Ovalau, December 31, 1868.

GREECE.

PATRAS.

Report by Mr. Consul Ongley, on the Trade and Commerce of Patras during the Year 1868.

THE following is a statement of the arrivals and departures of British vessels at Patras for the last five years, and the value of their cargoes :—

			Vessels.	Tonnage.	Value of Imports.	Value of Exports.
					£	£
1864	..	..	116	45,770	52,890	446,130
1865	..	..	124	45,900	54,950	533,330
1866	..	..	117	40,971	41,390	465,639
1867	..	..	137	48,739	52,900	538,880
1868	..	..	136	45,866	24,500	409,570

The diminution in the value of the imports is because the greater part of the British manufactures consumed here, is taken from Liverpool to Corfu in English steamers, and then brought to this port in Hellenic craft, no foreign vessels, except Turkish, being allowed to take goods or passengers from one Greek port to another.

The shipping interest has not been fortunate this year, freights to England per steamers went down as low as 37s. 6d. per ton net of currants, whilst sailing vessels obtained about the same rates.

The exports from the Morea to foreign countries have amounted :—

					£
At Patras, to about	..	..	..	..	309,570
Pyrghos	..	..	..	..	45,000
Calamata	..	..	..	..	82,222
Nauplia	..	..	..	..	50,000
Vostizza, Filiatra, &c.	..	..	..	..	130,000
Total	..	..	..	..	<u>£616,792</u>

This amount consisted principally of currants, which were exported to the different places as follows :—

					Tons.
To the United Kingdom	..	..	..	..	35,173
North of Europe	..	..	..	..	1,008
Trieste	..	..	..	..	4,258
United States of America	..	..	..	..	2,808
Canada	..	..	..	..	160
Black Sea	..	..	..	..	105
Total	..	..	..	..	<u>43,512</u>

The imports during the year have been—

	£
At Patras of the value of about	401,600
Pyrgos	4,509
Calamata	71,960
Nauplia	6,000
Total	<u>£484,069</u>

In addition to this a good deal of foreign produce has been introduced into the Morea from other ports of Greece; the quantity so imported at Nauplia alone amounted to about £50,000.

The principal articles imported were manufactures worth about 174,942*l.*, principally English; grain, 29,956*l.*, principally from Turkey; colonials, 56,307*l.*, *via* England, Austria, France, and Holland; timber, staves and hoops, 37,937*l.*, from Austria and Italy; sulphur, 18,500*l.*, from Italy; metals, 34,263½*l.*, from England; hides and leather, 11,000*l.*, principally from Austria and France; oil and petroleum, 6,000*l.*, two-thirds from Trieste, the rest from England, France, and the Danubian Provinces.

The prices of the principal articles of import and export have been as follow:—

<i>Imports.</i>		£	s.	d.
Madapolams	40 yards per piece	0	18	0
Prints	28 " "	0	12	0
Cotton Water Twist, No. 10-20	per 10 lbs. bundle	0	11	0
Grey T Cloth	24 yards per piece, 6 lbs.	0	9	6
Lead	per cwt.	1	4	0
Sugar	" "	2	3	6
Coffee	" "	4	0	0
Pepper	" "	2	2	6
Alum	" "	0	11	6
Sulphur	" "	0	9	6
Iron bars	" "	0	11	0
" Sweedish	" "	0	16	0
" Hoops	" "	0	13	0
Tin bars	" "	6	5	0
" plates, I. G.	per box	1	10	0
Dry Hides	per cwt.	6	0	0
Cod Fish	" "	1	6	0
Red Herrings	per barrel	1	10	4
Coals	per ton	1	15	0
Petroleum	per gallon	0	2	1

<i>Exports.</i>		
Tobacco	per cwt.	1 9 0
Valonia Grossa	per ton	9 5 0
" Camata	" "	10 5 0
" Camatina	" "	12 0 0
Fustic	" "	4 10 0
Cotton	per lb.	0 0 9
Currants, finest	per cwt.	22s. 9d. to 24s.
" second quality	" "	12s. 3d. to 13s. 2d.
" damaged	" "	9s. to 10s.
Figs	" "	15s. to 16s.
Resin	" "	4s.

The average prices of grain have been as follow:—

Wheat	per imperial quarter	2 17 11
Barley	" "	1 16 2
Oats	" "	1 6 10
Maize	" "	1 18 6
Potatoes	per cwt.	0 8 8

The rates of exchange on England for bills at three months' date have been—

	Drachmai Lepta.			Drachmai Lepta.	
In January ..	28	51	July ..	28	09
February ..	28	44	August ..	27	96
March ..	28	72	September ..	27	82
April ..	28	65	October ..	28	02
May ..	28	30	November..	28	23
June ..	28	02	December ..	28	80

making an average exchange of 28 drachmai 30 lepta, the par being 28 drachmai 12 lepta.

The Greek National Bank has given a dividend this year of $13\frac{3}{4}$ per cent. Its paper circulation on the 31st December (old style) was 22,968,834 drachmai (816,815*l.*), against 20,127,435 drachmai (715,769*l.*) last year.

The specie in the coffers of the bank and its branches was 8,272,863 $\frac{100}{93}$ drachmai (294,198*l.*), against 9,505,722 drachmai (338,041*l.*) in 1867, and the debt due to it by the Hellenic Government 1,577,927,519 drachmai (561,140*l.*), instead of 9,521,943 drachmai (338,618*l.*) the preceding year. As the capital of the bank is only 15,000,000 drachmai (533,428*l.*), and its reserve funds 6,689,734.59 drachmai (237,899*l.*). The bank has lent the Government about three-fourths of the whole of its capital and reserv efunds.

Agriculture.—The current crop was not so abundant as that of last year, owing to unfavorable and rainy weather at the season of gathering and drying, so that a considerable portion of the crop was injured and spoilt. It amounted, however, to 44,602 tons. Fine fruit found purchasers here at good prices, but inferior fruit was sold very low. In England, the first shipments of fine fruit obtained very high prices, so that on the whole growers and early shippers were satisfied.

The wine crop was exceedingly abundant, so much so that sufficient casks were not to be found, and some new wine, just pressed from the grapes was sold as low as nine drachmai the barrel of 50 okes, say about $6\frac{1}{4}$ *d.* per imperial gallon.

The grain crops were abundant, and sufficient for about eight months' consumption for the Morea was produced, being nearly double of what was obtained last year.

Silk.—The crop was the same in quantity as last year, that is 100,000 okes of dry cocoons (275,000 lbs. English); of these two-thirds were from indigenous seed, and one-third from Japanese seed. There are in the Morea five silk-reeling establishments, having 160 basins; they consume in the year 40,000 okes (110,000 lbs.) of cocoons, the rest are exported. The prices obtained were—for cocoons, 27 to 30 drachmai (19*s.* 2*d.* to 21*s.* 4*d.*) per oke ($2\frac{3}{4}$ lbs.) from indigenous seed, and 12 to 17 drachmai (8*s.* 6*d.* to 12*s.* 1*d.*) per oke ($2\frac{3}{4}$ lbs.) those from Japanese seed.

Olive Oil.—The crop was very abundant, and as instead of this liquid petroleum is now largely consumed, there will be a considerable quantity of the former for exportation in the course of next year.

Cotton.—Very little is grown in the Morea, some brought from Continental Greece was exported to Liverpool and Trieste.

Population.—There is nothing new to be said on this head.

Public Works.—At Patras a good market has been built by the municipality.

At Pyrgos, pipes for supplying the town with water have been laid down, and fountains in different parts of the town have been erected. The roads in the vicinity have been improved, and works have been commenced at the port of Catacolo for facilitating the loading and unloading of merchandise.

The uncertainty of the continuance of peace with Turkey has checked commercial operations, and the maintenance of the large number of Cretan refugees has been a heavy tax on the resources of the country.

The crop of currants was smaller than last year, but this loss was fully made up by the abundant harvest, the good vintage, and the large crop of olives: on the whole then the agricultural interest of the Morea has no reason to complain of the year 1868.

Patras, 21st April 1869.

NETHERLANDS.

AMSTERDAM.

Report by Mr. Consul Newnham, on the Trade and Navigation of the Netherlands during the Year 1868.

DURING the past year two great facts were specially apparent, viz. a plentiful harvest and an abundant supply of money ; and there can be no doubt but that 1868 may be quoted as having been in every respect a good year, were it only that it afforded a fresh proof of more attention being paid to commercial enterprise than formerly, and less speculation in the public funds. It therefore may be said that most merchants were in every way contented. The principal imports were generally easily disposed of at the best prices of the day, so that the market was never overstocked, and at times orders could not even be executed. Among the articles of commerce that produced the greatest animation may be cited tin, which towards the close of the year gave rise to most extensive transactions. Next in degree may be named spices, and then cotton, which latter is beginning to establish itself more firmly, and promises to become one of the staple commodities of this market.

Losses at sea have been very numerous, and circumstances were not of a nature to encourage shipbuilding.

SHIPPING AND NAVIGATION.

COMPARATIVE STATEMENT of the Arrivals and Departures of Netherlands and Foreign Vessels at Amsterdam during the Years 1864, 1865, and 1866, distinguishing Sailing Vessels from Steamers.

Nationality.	ARRIVALS.																	
	1864.						1865.						1866.					
	Sailing Vessels.		Steamers.		Totals.		Sailing Vessels.		Steamers.		Totals.		Sailing Vessels.		Steamers.		Totals.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Netherlands ..	770	162,185	173	57,408	643	219,593	654	136,461	176	58,207	830	194,668	643	140,113	179	61,773	822	201,886
Foreign ..	612	122,025	120	43,091	732	165,116	708	167,789	136	44,862	839	212,651	628	161,392	154	56,816	782	218,208
Totals ..	1,382	284,210	293	100,499	1,675	384,709	1,362	304,250	307	103,069	1,669	407,319	1,271	301,505	333	118,589	1,604	420,094
DEPARTURES.																		
Netherlands ..	787	165,379	166	54,724	953	220,103	704	147,443	175	57,471	879	204,914	669	142,953	176	60,751	845	203,704
Foreign ..	646	124,721	118	42,461	764	167,182	756	173,603	129	43,555	885	217,158	665	163,927	152	55,992	817	219,919
Totals ..	1,433	290,100	284	97,185	1,717	387,285	1,460	321,046	304	101,026	1,764	422,072	1,334	306,880	328	116,743	1,662	423,623

COMPARATIVE STATEMENT of the Arrivals and Departures of Netherlands and Foreign Vessels at Amsterdam during the Years 1867 and 1868, distinguishing Sailing Vessels from Steamers.

[illegible]

COMPARATIVE STATEMENT of the Arrivals of Netherlands and Foreign Steamers at Amsterdam during the Years 1864, 1865, and 1866, showing the Countries whence they came.

From	1864.						1865.						1866.					
	Netherlands.		Foreign.		Totals.		Netherlands.		Foreign.		Totals.		Netherlands.		Foreign.		Totals.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Great Britain	1	608	106	87,032	107	87,640	..	..	124	41,847	124	41,847	2	1,273	137	47,649	139	48,922
Prussia	52	17,429	6	3,118	58	20,547	49	16,648	5	2,265	54	18,913	61	19,775	17	9,167	78	28,942
Hamburg	81	25,993	..	..	81	25,993	69	20,828	..	..	69	20,828	64	21,005	..	..	64	21,005
France	13	3,302	..	..	13	3,302	15	4,258	..	..	15	4,258	17	5,097	..	..	17	5,097
Mediterranean	9	5,856	..	..	9	5,856	13	7,871	..	..	13	7,871	15	8,574	..	..	15	8,574
Russia	7	1,908	2	498	9	2,406	11	3,451	..	..	11	3,451	10	3,254	..	..	10	3,254
Sweden	2	477	1	249	3	726	5	1,684	..	..	5	1,684	..	..	..	..	..	..
Denmark	2	1,231	2	443	7	1,664	8	1,017	..	..	8	1,684	..	..	..	..	..	..
Bremen	5	..	..	..	..	..	4	1,983	1	194	5	2,177	2	361	..	..	2	361
Lubeck	..	172	..	..	..	172	..	..	..	..	..	..	2	361	..	..	2	361
Mecklenburg	1	442	..	..	2	442	..	..	..	..	..	..	..	..	..	..	..	..
Italy	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Belgium	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Greece	..	..	2	1,291	2	1,291	..	..	1	556	1	556	1	267	..	..	1	267
Portugal	..	..	..	..	..	..	..	..	..	..	..	..	1	296	..	..	1	296
Coasting	..	..	..	..	..	..	..	..	..	..	..	..	1	728	..	..	1	728
Totals	173	57,408	120	43,091	293	100,499	176	58,207	131	44,862	307	103,069	179	61,773	154	56,816	333	113,589

COMPARATIVE STATEMENT of the Arrivals of Netherlands and Foreign Steamers at Amsterdam during the Years 1867 and 1868,
showing the Countries whence they came.

AMSTERDAM.

From	1867.						1868.					
	Netherlands.		Foreign.		Totals.		Netherlands.		Foreign.		Totals.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Great Britain	4	1,600	138	47,135	142	48,735	11	3,751	189	71,965	200	75,716
Prussia	67	22,158	8	4,700	75	26,858	66	21,343	5	2,409	71	23,752
Hamburg	63	19,028	..	..	63	19,028	60	19,100	1	688	61	19,788
France	18	4,856	2	1,090	20	5,946	15	4,144	..	..	15	4,144
Mediterranean	16	10,985	1	743	17	10,828	23	15,170	..	..	23	15,170
Russia	11	6,113	..	..	11	6,113	10	4,360	5	2,939	15	7,299
Sweden	4	1,087	..	..	4	1,087	1	597	..	..	1	597
Denmark	1	253	..	..	1	253	..	..	..	..	..	..
Bremen	..	..	..	..	..	..	2	819	..	..	2	819
Lubeck	..	..	..	..	..	..	..	..	..	..	..	..
Mecklenburgh	..	..	..	..	..	..	..	..	..	..	..	..
Italy..	..	..	..	..	..	..	..	..	..	..	..	..
Belgium	..	..	..	..	..	..	..	..	..	..	..	..
Greece	..	..	..	..	..	..	..	..	..	..	..	..
Portugal	..	..	..	..	..	..	..	..	..	..	..	..
Coasting	..	..	1	231	1	231	1	471	..	..	1	471
Totals	184	65,180	150	53,899	334	119,079	189	69,755	200	78,001	389	147,756

COMPARATIVE STATEMENT of the Departures of Netherlands and Foreign Steamers from Amsterdam during the Years 1864, 1865, and 1866, showing the Countries whither they were bound.

To	1864.				1865.				1866.			
	Netherlands.		Foreign.		Netherlands.		Foreign.		Netherlands.		Foreign.	
	Totals.		Totals.		Totals.		Totals.		Totals.		Totals.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Great Britain..	..	..	107	37,330	..	..	126	42,411	2	42,411	141	49,816
Prussia	37	12,263	42	14,480	51	16,900	..	51	55	18,317	3	1,551
Hamburg	..	25,077	79	25,077	69	20,794	..	69	63	20,414	1	735
France..	..	3,556	..	3,556	16	4,741	..	16	18	4,741	..	..
Mediterranean	..	7,151	..	7,151	11	6,557	..	11	18	5,170	..	..
Russia..	..	2,300	9	2,300	11	2,890	..	11	6	1,894	3	4,268
Sweden	..	1,074	6	1,572	7	2,552	1	419	7	2,006	1	..
Denmark	..	2,334	8	2,334	5	1,360	..	..	3	614	..	..
Bremen	..	..	..	..	8	679	..	..	2	361	..	..
Lubeck	..	716	2	716	..	..	..	..	..	..	..	..
Meckleburg	..	..	..	..	..	..	..	..	..	..	..	..
Italy	..	..	..	..	1	533	..	..	1	253	..	..
Belgium	..	..	..	..	..	556	..	..	..	..	1	530
Egypt..	..	..	3	1,860	..	..	1	169	..	..	2	562
Coasting	..	253	1	253	1	275	..	..	1	116	..	..
Totals..	166	54,724	118	97,185	175	57,471	129	48,555	176	60,751	152	55,992
	..	..	284	97,185	304	101,026	304	101,026	328	116,743	328	116,743

COMPARATIVE STATEMENT of the Departures of Netherlands and Foreign Steamers from Amsterdam during the Years 1867 and 1868, showing the Countries whither they were bound.

To	1867.						1868.					
	Netherlands.			Foreign.			Netherlands.			Foreign.		
	Totals.		Vessels.	Totals.		Vessels.	Totals.		Vessels.	Totals.		Vessels.
	Vessels.	Tons.		Vessels.	Tons.		Vessels.	Tons.		Vessels.	Tons.	
Great Britain	1	341	147	52,173	52,514	12	3,969	68,182	181	193	72,151	193
Prussia	60	20,806	60	..	20,806	55	18,436	..	..	55	18,436	55
Hamburg	64	19,281	64	..	19,281	60	19,334	..	..	60	19,334	60
France	18	4,914	18	..	4,914	17	5,010	..	..	17	5,010	17
Mediterranean	17	10,920	17	..	10,920	25	15,930	4,227	6	31	20,157	31
Russia	12	6,604	12	..	6,604	12	5,208	..	..	12	5,208	12
Sweden	8	2,091	8	..	2,091	7	1,637	..	..	7	1,637	7
Denmark	1	305	1	..	305	1	597	..	..	1	597	1
Bremen	1	305	1	..	305	1	189	..	..	1	189	1
Lubeck	..	..	..	..	..	..	..	..	..	..	..	..
Mecklenburg	..	..	..	..	..	..	..	..	..	..	..	..
Italy	..	..	..	..	..	..	..	..	..	..	..	..
Belgium	..	..	..	..	..	..	..	..	1	..	468	1
Egypt	..	..	..	..	..	..	..	..	..	..	..	..
Coasting	1	172	..	735	907	..	..	..	..	..	..	..
Totals	183	64,739	330	52,908	117,647	190	70,310	72,877	188	378	143,187	378

The above statements show that, compared with 1867, there was during the past year no material difference in the total number of arrivals, but a falling off in the number of departures, although in both cases there was an increase in the aggregate tonnage.

A great deficiency is apparent in the number of sailing vessels, against which however an increase may be noticed in the tonnage of those that arrived.

There was a considerable increase in the arrivals and departures of steamers, and more particularly in those under foreign flags, chiefly British. A decrease was visible mainly in arrivals from Cuba, Curaçoa, Brazil, Russia (Black Sea), Portugal, Prussia, Hamburg, and Denmark; but an increase from British India, United States, Surinam, Danubian Provinces, Sweden, Russia (Baltic and White Sea), and Bremen.

In departures there was a deficiency to the Guinea Coast, Java, Cuba, Rio de la Plata, Prussia, and Hamburg; but an increase to Surinam, Austria, Norway, Bremen, and Denmark.

Only 17 vessels, with a tonnage of 5,944, arrived in ballast, viz.:—9 Netherlands sailing-vessels, of 2,029 tons; 2 foreign sailing vessels, of 36 tons; and 6 foreign steamers, of 3,879 tons.

The Netherlands Trading Company chartered 77 vessels, with a tonnage of about 65,000, from Java to Holland, of which 43, whose tonnage amounted to nearly 37,000, were bound to Amsterdam. The freight paid by the said Company, in 1868, was about 566,500*l.* sterling.

The number of vessels belonging to the port of Amsterdam, at the close of the year, was 280, with a tonnage of 111,641, amongst which were 23 steamers, whose tonnage amounted to 12,046.

TRADE AND COMMERCE.

The following details relate to the imports, exports, and fluctuations of the most important articles of commerce during the year 1868:—

Coffee.—In the early part of the year there was a continuous fall in prices, and when at last a reaction took place it was owing to speculation based merely on the idea that there was no justifiable reason for such a fall.

For nearly three years, prices had gone down from 12 to 15 cents per half kilo,* according to quality, whilst they have not rallied more than from 3 to 5 cents, so that at the end of the year they were yet 10 cents below former quotations.

Private transactions between the Netherlands Trading Company's sales, which tended so much to keep up prices, have considerably fallen off. This is attributable to the said Company's sales being now held almost every month, whereas formerly there were annually only two. Although in the month of December there was no apparent cause for a rise, nevertheless, on comparing the consumption with the actual production, there was every reason to anticipate that ere long there would be an improvement.

* 60 cents are equivalent to 1*s.*, and 100 cents (a florin or guilder) to 1*s.* 8*d.* sterling. A kilo., or Netherlands pound, is equivalent to 2 lbs. 3 oz. avoirdupois.

COMPARATIVE STATEMENT of the Imports of Coffee in 1866,
1867, and 1868.

	1866.		1867.		1868.	
	Bags.	Casks.	Bags.	Casks.	Bags.	Casks.
By the Netherlands Trading Company	846,821	..	1,018,270	..	883,530	..
By private merchants { East Indies ..	239,228	1,316	207,293	1,273	246,751	1,374
{ West „ ..	13,395	149	20,404	55	26,630	390
Totals	1,099,444	1,465	1,245,967	1,328	1,156,911	1,764

COMPARATIVE STATEMENT of the Stock on hand on the 31st December,
1866, 1867, and 1868.

	1866.		1867.		1868.	
	Bags.	Casks.	Bags.	Casks.	Bags.	Casks.
Netherlands Trading Company	187,889	..	264,581	..	265,385	..
On Warrants	114,360	..	139,275	..	151,741	..
By private merchants { East Indies ..	22,200	300	23,500	..	45,600	..
{ West „ ..	12,300	..	10,000	..	15,600	..
Totals	336,749	300	437,356	..	478,326	..

Tea.—There was a more than ordinary briskness in this article, especially in Java produce, which brought about an amelioration in prices. China tea was quoted in January at from 88 to 90 cents, and Java of ordinary quality at from 70 to 75 cents per half kilo. ; and in December both kinds fetched from 90 to 95 cents. There were three sales of Java tea: one in March of 10,000, another in June of 9,000, and a third in November of 9,000 quarter chests. All these were readily sold at rising prices. Ordinary qualities realised proportionately more than the superior sorts.

COMPARATIVE STATEMENT of the Imports of Tea during the last
Five Years.

Qualities.	1864.	1865.	1866.	1867.	1868.
	$\frac{1}{4}$ Chests.	$\frac{1}{4}$ Chests.	$\frac{1}{4}$ Chests.	$\frac{1}{4}$ Chests.	$\frac{1}{4}$ Chests.
China tea	18,052	15,877	17,574	21,087	7,870
Java „	27,321	23,364	32,866	28,953	28,770
Japan „	29	18	..	..	202
Totals	45,402	44,259	50,440	50,040	36,842

Sugar.—In the commencement of the year there was but little business, chiefly on account of the small export of refined sugar, of the

great difference in the quotations of rough and refined, and in general of the utter want of speculation. The Netherlands Trading Company's sale in March passed off at from 75 cents to $1\frac{1}{2}$ florin per 100 kilos below that in November of the preceding year, although about 10,000 baskets were purchased for the Rhenish Provinces, Belgium, and Sweden. It was not until the beginning of April that an improvement was visible; and there being but a small stock in the principal markets of Europe and America, prices rose to $2\frac{1}{4}$ florins above those of March, and the quantity of Java sugar sold by private merchants, from the middle of April until the May auction, amounted to 120,000 baskets. The immediate wants of refiners being thereby supplied, the May sale went off more calmly at from $1\frac{1}{2}$ to 2 florins below March prices. At this sale 25,000 baskets were bought for export, of which 15,000 went to France. Immediately after this sale a reaction was brought about by the favourable report of the beetroot crop, and the market went down from $1\frac{1}{2}$ to $1\frac{3}{4}$ florin; but the continued drought in July causing some uneasiness about the harvest, particularly in France, prices got up to from 50 to 75 cents below the May ones. The July sale, at which there was a brisk demand for Sweden and the Rhenish Provinces, passed off at from 75 cents to 1 florin below May, and from that period up to September the market was rather dull. In September, however, matters began to wear a better aspect. There were some transactions at a fall of from $1\frac{1}{4}$ to $1\frac{1}{2}$ florin, for the most part in exchange for refined, which gave rise to a more lively demand, pretty well kept up to the end of the year, through the decrease in exports of French refined sugar to the Mediterranean. The September sale went off at 1 florin below July, and about 19,000 baskets were disposed of, both for exportation and speculation. In the months of October and November the market became steadier, and $1\frac{1}{2}$ florin was realised more than in September, through the regular export of refined, as well as the unfavourable result of the manufacture of beetroot sugar. At the November auction from $1\frac{3}{4}$ to 2 florins was given above September prices. As is generally the case, December was calm, and there was not much business.

COMPARATIVE STATEMENT of the Imports of Raw, and the Exports of Raw and Refined, Sugar during the last Four Years.

	1865.	1866.	1867.	1868.
	Neth. lbs.	Neth. lbs.	Neth. lbs.	Neth. lbs.
Imports, raw	115,300,000	116,300,000	108,200,000	128,800,000
Exports, „	27,580,000	15,170,000	16,520,000	23,437,000
„ refined.. ..	74,913,800	82,327,200	77,989,200	85,254,500

COMPARATIVE STATEMENT of the Qualities and Quantities of Refined Sugar Exported during the last Four Years.

Qualities.	1865.	1866.	1867.	1868.
	Neth. lbs.	Neth. lbs.	Neth. lbs.	Neth. lbs.
Melis and Lumps. ..	72,986,000	81,123,500	76,871,600	88,848,400
Candy	1,038,800	726,000	568,300	468,600
Bastard	501,000	377,700	549,300	937,500
Treacle	388,000	100,000	..	..
Totals	74,913,800	82,327,200	77,989,200	85,254,500

Molasses.—The imports from Cuba were much less than in 1867, whilst those from Surinam were pretty considerable, and both were readily sold. In the autumn, Surinam rose from 21 to 23 florins, and fine Cuba from 24 to 24½ florins per 100 kilos.

Tobacco.—There was rather a brisk business in American and Java tobacco during the course of the entire year, though transactions in Maryland were not always successful, as many holders had provided themselves in America, with the prospect of a fine harvest, which turned out below expectation, so that by far the greater part which was offered for sale was difficult to get rid of, even at the price of importation.

In Java tobacco there was a great deal of activity; both the quantity imported and the quantity put up for auction exceeded that of the previous year. The harvest in the several districts differing greatly, there was a great variation in prices. Kedirie, which was of an excellent quality, fetched a high figure. Some parcels from Samarang, Kadoe, Loemadjang, Sourabaya, and Bali produced a similar result. From Malang there were likewise some good sorts, though they were for the most part unfit for wrappers. Rembang was inferior, and of little value.

In country-grown tobacco business was slack, and it was not before the end of the summer that there was any demand for "Aardgoed" for wrappers, which caused a trifling rise. The crop of 1868 suffered greatly through the excessive heat, so that on elevated spots hardly any tobacco grew.

COMPARATIVE STATEMENT of the Imports of the various kinds of Tobacco during the last Five Years.

	Hogsheads.			Packages.							
	Maryland.	Kentucky.	Virginian.	Java.	Porto Rico.	Rio Grande.	Havana.	Cuba.	Seedleaf.	St. Domingo.	Cavendish.
1864	7,696	241	..	49,112	..	..	983	80	89	..	..
1865	4,903	378	..	61,087	2,523	..	210	..	225	..	..
1866	8,217	297	106	53,862	75	..	109	..	71	45	..
1867	9,642	141	55	58,923	..	2,050	250	48	200	321	..
1868	9,341	55	72	59,401	..	..	91	..	100	..	140

Rice.—In January the market was dull, although the prices of rough were well sustained; and somewhat later there was a regular demand, particularly for clean rice of superior quality for exportation. In July there was an improvement, and both rough and clean readily met with purchasers at an advanced figure. In the autumn the demand slackened, and as holders maintained prices nothing remarkable was done, and it was not until November that the market resumed its former activity.

Spices.—A retrograde movement was manifest until the August sales of the Netherlands Trading Company, but from that period prices rose considerably,—a circumstance attributable to important deliveries and a continued demand. There were delivered 2,210 casks nutmegs, against 820 in 1867 and 1,996 in 1866; 786 casks mace, against 666 in 1867 and 874 in 1866; 509 casks cloves, against 284 in 1867 and 328 in 1866. In addition to the above, large quantities of nutmeg and mace were imported on private account, which were easily sold, so that the

year 1868 may be ranked as having been one of the most profitable; and though the market towards the end of the season was dull, prices were well kept up.

Cotton.—There were several reasons for being satisfied with the turn affairs took at this place, as business was pretty brisk, and the importance of this article continues increasing. Generally speaking there was a fair variety of American and East Indian produce in the market, partly imported direct from the source.

COMPARATIVE STATEMENT of the Qualities and Quantities of Cotton
Imported during the last Five Years.

Qualities.	1864.	1865.	1866.	1867.	1868.
	Bales.	Bales.	Bales.	Bales.	Bales.
North America	585	106	3,155	6,881	17,427
Surinam and Niekerie	203	287	303	348	463
Suratte, Bengal, and Tinnevely ..	10,422	12,066	25,634	18,808	35,788
Netherlands, East Indies	601	339	..	..	108
Japan	2,688	551	215	..	..
China	109	537	293	177	..
Levant	50	214	11	..	463
Brazil	..	..	267	1,182	197
Smyrna	..	..	..	74	280
Total	14,658	14,100	29,878	27,470	54,726

Wool.—Excepting about 1,100 bales of Cape wool, there were no direct importations, the market having been furnished from Belgium and England. Prices followed foreign quotations, and were stationary from January up to May, when they gradually fell until the beginning of December, since which time they got somewhat firmer.

Country wool was, during most of the year, difficult to get rid of; and it was only in the two last months that an improvement was perceptible, when good qualities of the last shearing were sold.

Indigo.—The expectations that had been entertained respecting a rise in Java indigo were more than realised, especially in good and superior qualities, on account of there being a lively demand for Russia. In May 444 cases were put up for auction by the Netherlands Trading Company, and 284 for private account. Good and fine produced from 80 to 120 cents, and inferior from 30 to 40 cents per half kilo. above the prices obtained in October of the preceding year. At the close of December from 50 to 70 cents for superior, from 20 to 30 cents for middling, and from 5 to 15 cents for inferior, were quoted above May prices.

The direct importations from Bengal were insignificant,—a circumstance the more to be regretted, as there was an active demand which it was quite impossible to satisfy.

Cochineal.—Since cochineal is no longer cultivated in Java it has lost much of its interest in this market. There were no importations from Curaçoa, and business was quiet, and what was wanted came indirect from abroad. Some cases from Teneriffe were sold for export.

Resin.—For the first half of the year American resin kept up its price of from 4 to 4½ florins per 50 kilos., but later fell to from 3½ to 3¾ florins, in consequence of larger importations. French resin was quoted at from 3½ to 3¾ florins.

Turpentine.—In this article there was no activity whatever. In

March 21 florins, in September 14 $\frac{3}{4}$ florins, and in December 17 $\frac{1}{2}$ florins per 50 kilos. were given.

Petroleum.—Business in this article is rapidly becoming more important. The imports direct from America amounted to 118,000 barrels, against 108,000 in 1867. Prices followed pretty much those of the American market, and at the end of the year rose to from 24 $\frac{3}{4}$ to 25 $\frac{3}{4}$ florins per 100 kilos.

Tin.—The year 1868 may be cited as one of the most remarkable ever experienced with regard to this metal. After a continued calm for the space of nine months an increasing activity prevailed, which reached its climax in December. On the 31st of March the Netherlands Trading Company offered for sale 51,089 blocks of Banca tin, of which only 10,600 found purchasers at 55 florins per 50 kilos., the rest being withdrawn. The market remained depressed until September, when 89,587 blocks of Banca, and 1,421 of Billiton, were put up for auction, and readily sold at 54 $\frac{1}{2}$ and 54 florins respectively. After this sale, confidence, that had so long been extinguished, was completely restored as if by magic. Towards the latter part of October prices had already reached 59 florins, but in the beginning of December there was such an extraordinary demand that in a very few days 50,000 blocks changed hands at 62 $\frac{1}{2}$ florins. Several circumstances caused this excessive activity: such, for instance, as large purchases at Penang and Singapore for China; the certainty that the stock of Straits in England was nominal, considering the quantity required for consumption; and the fact that the stock at this port was in the hands of parties who awaited yet a higher figure.

Copper.—There was even less business in this article than in the preceding year, and most of what was imported could not be got rid of but at a loss. Towards the end of the year, however, there was some little briskness, and prices rose. Drontheim fluctuated from 44 $\frac{1}{2}$ to 48 florins per 50 kilos.

Hides.—Generally speaking there was a fair business in hides, and prices not only maintained themselves, but increased from 10 to 12 per cent. The importations of Java cowhides were larger than in the preceding year. The market was likewise better furnished with buffalo, and several parcels from Batavia were sold floating. The improvement in prices for light Java cow was from 8 to 10, and for heavier ones from 15 to 20 per cent. Buffalo were much sought after, and the rise may be estimated at at least 10 per cent. Country hides and skins were much required for export, and it was often hard to satisfy the demand.

Horns.—South American and East Indian buffalo were gradually disposed of at the sales. Country ox and cow horns were not in demand.

Hemp.—There was a good deal of activity in this article, and the amount of business surpassed that of the two preceding years, all that came to this country being readily sold. The annual imports from 1849 to 1858 averaged about 1,390,000 kilos., whilst during the last ten years they came up to 1,415,000 per annum. There was but little fluctuation in Riga and St. Petersburg hemp, but Italian rose from 3 to 5 florins per 150 kilos., and holders asked even more in consequence of the small stock on hand. Manilla hemp was dull, and changed hands at 80 florins.

There was but little done in country hemp, both on account of the high prices and of the inferior quality.

Grain.—Business in wheat was very insignificant, and the market dull. In the early part of the year white speckled Polish fetched 520, speckled Polish from 490 to 500, and red Brunswick 480 florins per 2,400 kilos. Up to the end of April there was hardly any fluctuation, in spite of the languishing state of the market; but in May ordinary Polish was disposed of at from 363 to 368 florins. This fall, however, was in

sufficient to improve the demand; and only some red Denmark was sold at from 365 to 375 florins. Towards the middle of June a little briskness was apparent, mostly for consumption; and the stock on hand being but trifling, holders were soon enabled to obtain better prices. This improvement nevertheless was but of short duration. The favourable report of the approaching harvest stopped all demand, and what was offered in the market could only be got rid of at falling prices. At the end of the year prices were quoted at from 170 to 180 florins below those in January.

In January rye was firm, and remained so for some time; but in consequence of the moderate and somewhat later insignificant demand, prices went down rapidly. In the beginning of the year, 320 florins per 2,100 kilos. was paid for Galatz, Odessa, Berdiansk. and Taganrog, and from 315 to 326 florins for St. Petersburg; and towards the close of May prices had gone back to about 200 florins for cash. In September prices began to improve, and in the early part of October there was a fair demand for the interior, so that 223 florins was realised for Taganrog, 225 for Galatz, and 216 for St. Petersburg, since which period there was little doing; but as the imports were unimportant, and the stock on hand small, holders could keep up prices for some time, and it was only in December that a slight fall took place.

Nothing of importance in barley was transacted. Prices fell 45 florins for Danish, and 40 for country-grown. 225 florins per 2,000 kilos. for Danish, 220 florins per 1,950 kilos. for Mannheim, and 210 florins for the same quantity Hungarian, were quoted at the end of the year.

With oats there was nothing worthy of note effected. Less was done in buckwheat than last year. About the usual crop of country-grown came to market, but none arrived from Holstein or Denmark, whilst what came from France did not much influence the market, on account of its indifferent quality.

The demand for red and white clover-seed was trifling, and was limited chiefly to home consumption.

In January canary-seed was quoted at $13\frac{3}{4}$ florins per mud,* and rose gradually in consequence of a demand for export. The new crop, which was excellent both in quality and quantity, brought from $16\frac{3}{4}$ to 17 florins, but through continued imports and slack demand fell to 14 florins.

* A last is equivalent to 30 muds, and 1 mud to $2\frac{2}{3}$ bushels.

COMPARATIVE STATEMENT of the Imports by Sea of Wheat, Rye, Barley, and Buckwheat, during the last Five Years.

Countries.		Wheat.				Rye.				Barley.				Buckwheat.											
		1865.		1866.		1867.		1868.		1865.		1866.		1867.		1868.		1865.		1866.		1867.		1868.	
		Lasts.	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.
		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
North America...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Russia ...	...	35	...	6	325	106	1,428	3,736	10,829	11,275	11,820	44	...	...	...	...	...	...	...	...	...	...	...	...	...
Prussia ...	...	4,626	7,516	5,756	1,681	3,393	8,178	1,799	795	241	114	796	240	1,071	1,121	1,001	...	...	...	...	...	...	...	...	...
Hamburgh ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Great Britain ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Lubeck ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Denmark ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hanover...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mecklenburg ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Oldenburg ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Turkey ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Austria ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
France ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bremen ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sweden ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Miscellaneous ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Totals	...	5,569	8,094	6,617	3,037	3,845	15,347	17,378	13,015	12,514	12,321	2,657	1,906	1,434	2,784	1,414	546	322	1,359	2,637	...	...	...	345	

AGRICULTURE.

The harvest gave general satisfaction. A great deal of wheat was sown, and harvested in fine condition. Rye suffered considerably through the long-continued drought, and though there was not much sown the crop proved to be better than was expected. Barley succeeded perfectly well, both quality and quantity turning out very satisfactorily. Buckwheat was a failure. Oats, like rye, suffered from the exceeding dry summer. Beans and peas were successful. The rape and canary seed crops were splendid. Linseed and flax would have been better had there been more rain. The potato crop was an abundant and excellent one, and the same report may be made with regard to chicory.

Butter and Cheese.—The dairy produce was small, in consequence of the extraordinary dry summer. In the latter part of the year the cattle plague showed itself slightly, but was confined to sheep only; and the cattle trade suffered through the twenty-four hours' quarantine regulation, thereby causing shippers very often to loose the market.

PUBLIC WORKS.

The future commercial prosperity of Amsterdam will undoubtedly depend very much on the canal which is at present being constructed for the purpose of connecting that city directly with the North Sea. The canal is about 15 miles long, running westward through a chain of lakes which are to be reclaimed, and through a sandy isthmus, about 4 miles wide, to the North Sea, where a large harbour is in course of construction; while eastward of Amsterdam the Zuyder Zee will be cut off by a dam provided with three locks for the passage of ships, sluices, pumping engines, &c.

The whole of the works were let in 1865 to the English contractors, Messrs. H. Lee and Son, for the sum of 27,000,000 guilders, 7,000,000 of which were to be paid in cash, 10,000,000 in shares, and 10,000,000 in bonds on the land to be reclaimed; and on this footing the works were pushed forward for some time with great rapidity. In the state of the money market during the years 1867 and 1868, however, the shares proved to be, to a great extent, unnegotiable securities; and although the works continued to be carried on, it became evident that the undertaking would be involved in serious difficulties if its financial position were not rendered more secure. Under these circumstances the whole question was laid before the Dutch Government, who, in consideration of the importance of the works to the country, decided on bringing before the Chambers, in July last, a Bill for absolutely guaranteeing to the whole of the remaining shares of the Canal Company interest at 4 per cent., together with an annual redemption at par, to be completed in 1917; and this measure, which was carried by both Chambers with a large majority, places the shares on a par with Dutch Government Stock, and will, it is trusted, ensure the completion of an undertaking which will not only convert Amsterdam from a comparatively inland to a sea port, and will likewise furnish a harbour of refuge in the North Sea, which must prove of the greatest use to English as well as to Dutch and other foreign shipping.

The whole of the works are to be completed by August 1876, and their present condition is as follows:—

The Pampus Dam, which cuts off the Zuyder Zee, is about half finished, and a large circular cofferdam has been constructed in which to build the locks and sluices.

That portion of the canal which runs through the lake called the Y has not yet been commenced, but from the peninsula of "Buitenhuisen"

to the North Sea, a length of nearly 7 miles, is in active execution. The side banks are made, and the greater portion of the canal dredged to nearly its full depth.

Rather more than half of the cutting through the sandy isthmus which separates Wyker Meer from the North Sea, containing 5,000,000 cubic yards, is finished ; and of the north pier of the harbour, more than 1,000 feet in length are already completed, and a large stock of concrete blocks ready for building.

GENERAL REMARKS.

The rate of exchange on London, during the past year 1868, has varied from 11 florins 84 cents to 11 florins 98 cents per 1*l.* sterling.

Amsterdam, May 27, 1869.

NORTH GERMAN CONFEDERATION.

STETTIN.

Report by Mr. Consul Blackwell, on the Trade and Commerce of Stettin for the Year 1868.

IN my last Report I showed that the trade of Stettin had been more considerable in 1867 than in any preceding year, and pointed out several circumstances that seemed to warrant the conclusion that it would continue to increase and become much more extensive than it ever had been. The trade has continued to increase; 1868 showing in comparison with 1867, an increase on almost all the principal articles, both imports and exports.

The increase in the number and tonnage of British vessels, as shown by the following Table, has been remarkably great; the total tonnage of British vessels that arrived at Stettin in 1868 being 34,573 tons, or 30·11 per cent. more than in 1867, and 70,376 tons, or 89 per cent. more than the average of the preceding ten years; whereas the tonnage of British vessels that left Stettin in ballast was, in 1868, about 6 per cent. less than in 1867, and 11 per cent. less than the decennial average.

I. SHIPPING AND NAVIGATION.

NUMBER, Tonnage, &c., of British Vessels arrived at Stettin and Swinemünde, from 1858 to 1868 inclusive.

Arrived at	Description of Vessels.	Decennial Average. 1858-1867 inclusive.			1867.			1868.		
		Number of Vessels.	Tonnage.	Number of Crews.*	Number of Vessels.	Tonnage.	Number of Crews.*	Number of Vessels.	Tonnage.	Number of Crews.*
Stettin.. ..	Steamers	124	52,410	2,240	180	83,856	3,146	239	114,418	4,187
	Sailing vessels ..	250	26,598	1,266	298	30,955	1,426	319	34,966	1,553
	Total	374	79,008	3,506	478	114,811	4,572	558	149,384	5,690
Swinemünde ..	Steamers	5	2,418	89	23	12,825	478	19	9,973	371
	Sailing vessels ..	130	30,407	993	81	19,392	598	109	25,936	794
	Total	135	32,825	1,082	104	32,217	1,076	128	35,909	1,165
	Grand total ..	509	111,833	4,588	582	147,028	5,648	686	185,293	6,855

* Exclusive of Masters.

NOTE.—All the vessels that arrived at Swinemünde left that port in ballast.

LEFT Stettin in Ballast.

Years.	Vessels.	Tons.	Per Cent. of the Total Tonnage Entered.
Decennial Average—			
1858-1867 inclusive ..	57	13,960	17·67
1867	52	14,452	12·58
1868	58	9,784	6·54

NUMBER and Tonnage, in Prussian lasts, of all Seagoing Vessels, except Coasting Craft, entered at Swinemünde in 1867 and 1868.

Nationality of Vessels.	1867.		1868.	
	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.
North German	1,445	134,516	1,798	153,104
British	582	89,651	684	110,129
Danish	157	6,412	394	15,556
Swedish and Norwegian .	185	7,447	313	15,363
Dutch	104	10,371	118	11,260
Russian	14	942	22	1,496
United States	..	..	4	948
French	9	612	15	857
Belgian	..	..	2	578
Total	2,496	249,951	3,550	309,291

Of the Vessels entered at Swinemünde, there arrived at Stettin—

1867.		1868.	
Number of Vessels.	Lasts.	Number of Vessels.	Lasts.
2,214	200,487	3,014	265,834

NUMBER and Tonnage, in Prussian Lasts, of Vessels of all descriptions, except River and Littoral Passenger Steamers.
Entered and Cleared at Stettin, from 1858 to 1868 inclusive.

Years.	ENTERED.									
	Sea-going Vessels.				Coasting and Hafr Vessels.		River Craft.		Total.	
	Merchant Vessels.		Mail Steamers.		Number of Vessels.	Lasts.	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.
	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.						
Decennial Average—										
1858-1867 ..	1,934	174,740	50	13,130	2,444	34,130	7,366	210,618	11,794	432,628
1867 ..	2,214	200,487	..	..	1,845	28,701	6,633	210,549	10,692	439,737
1868 ..	3,014	265,834	..	..	1,874	29,552	7,031	231,397	11,919	526,783
CLEARED.										
1858-1867 ..	1,940	175,641	52	13,183	2,443	34,096	7,387	210,052	11,822	432,972
1867 ..	2,235	203,135	..	..	1,874	29,303	6,480	204,665	10,589	437,103
1868 ..	2,815	243,121	..	..	1,880	29,865	7,108	233,947	11,803	506,933

MERCANTILE Marine of the Province of Pomerania on January 1st,
1868 and 1869, Tonnage in Prussian Lasts.

Description of Vessels.				January 1st, 1868.		January 1st, 1869.	
				Number of Vessels.	Lasts.	Number of Vessels.	Lasts.
Steamers	Sea-going	..	..	20	2,735	20	2,720
	River	..	..	42	721	41	698
Sailing	Sea-going	..	..	689	112,437	703	116,566
Vessels	Coasting (under 40 lasts)	..	..	388	9,660	380	9,498
Total				1,139	125,553	1,144	129,482

TRADE AND COMMERCE.

With the exception of bullion and specie, the following Tables contain a specification of all the imports and exports in 1868 and 1867—that is to say, of all articles imported and exported by sea to foreign countries, including the Maritime States of the North-German Confederation—viz., Mecklenburg, Oldenburg, and the Hanse Towns:—

IMPORT of Specie.

				Value in Dollars, Prussian currency.	
In 1867	from Denmark	..	..	..	8,225
„ 1868	„	„	..	..	1,770
	„	Russia	..	..	53,790

Imports.

Goods rated by Weight in Centials.

Articles.	1868.			Total, 1867.
	From Great Britain.	From other Countries.	Total.	
	Centials.	Centials.	Centials.	Centials.
Coals	2,963,112	692	2,963,804	2,045,520
Iron, pig and old	732,935	24,006	756,941	458,850
„ bar and wrought	57,750	22,710	80,460	46,766
Rails	25,205	105,997	131,102	2,951
Anchor, chains, iron pipes ..	39,359	774	40,133	25,648
Coarse iron wares	26,056	8,053	34,109	31,442
Machines	96,339	2,148	98,487	90,151
Copper, tin, and other metals ..	23,420	35,481	58,901	110,329
Soda, potash	198,681	68,537	267,218	180,961
Cement	8,314	2	8,316	22,471
Tar, pitch	75,497	41,103	116,600	70,800
Gums, resins	3,085	47,100	50,185	43,025
Dye woods and stuffs	15,929	43,574	59,503	71,541
Seeds	12,415	90,258	102,673	99,696
Oils	151,834	54,442	206,276	199,113
Petroleum	73	262,731	262,804	149,121
Rice	30,252	101,958	132,210	164,466
Coffee	95,894	118,759	214,653	154,976
Tea	324	256	580	380
Spices	7,407	5,430	12,837	16,387

Goods rated by Weight in Centials—*continued.*

Articles.	1868.			Total, 1867.
	From Great Britain.	From other Countries.	Total.	
Sugar, molasses	7,304	8,392	15,696	15,014
Fruit	3,980	13,934	17,914	16,055
Flax, hemp	2,371	49,053	51,424	18,610
Cotton	68,145	..	68,145	139,200
Yarns	72,534	68	72,602	79,150
Hair, hides, peltry	409	18,082	18,491	11,161
Tallow, train oil, grease ..	12,099	166,994	179,093	175,295
Manufactures	8,309	88	8,397	15,426
Divers	306,255	343,401	649,656	582,831
Total Centials ..	5,045,287	1,633,923	6,679,210	5,037,336
„ Tons ..	248,278	80,405	328,683	247,887

LIQUIDS rated by Weight in Centials, reduced to Imperial Gallons.

Articles.	1868.				Total, 1867.
	From Great Britain.	From France.	From other Countries.	Total.	
	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.
Wine	41,061	363,516	50,478	455,055	632,763
Vinegar	28	1,178	..	1,206	912
Spirits	34,100	9,330	91,580	135,010	157,770
Beer	32,016	123	..	32,144	32,888
Total ..	107,205	374,152	142,058	623,415	824,333

Goods variously rated.

Articles.	1868.				Total, 1867.
	From Great Britain.	From Norway.	From other Countries.	Total.	
Herrings barrels	151,750	112,477	10,676	274,903	273,049
Corn quarters	..	..	2,618	2,618	54,527
Bricks .. No.	1,091,000	..	75,800	1,166,800	857,696
Live stock head	586	..	8	594	38

Exports.

Goods rated by Weight in Centals.

Articles.	1868.			Total, 1867.
	To Great Britain.	To other Countries.	Total.	
	Centals.	Centals.	Centals.	Centals.
Zinc	76,485	43,425	119,910	152,283
Cement	1,200	55,611	56,811	58,882
Seeds, oleaginous	104,095	153,694	257,789	56,000
„ divers	6,695	22,690	29,385	21,443
Oil, rape	152,715	8,659	161,374	62,968
„ divers	53	1,633	1,686	1,094
Flour, bran, &c.	302,670	163,251	470,921	284,912
Sugar, molasses	1,389	84,800	86,189	101,524
Coarse iron goods	683	3,859	4,542	27,535
Machines	155	60,884	61,039	60,299
Manufactures	52	4,765	4,817	14,162
Divers	49,083	481,283	530,366	189,367
Total Centals	695,275	1,089,554	1,784,829	1,030,469
„ Tons.	34,214	53,617	87,831	50,709

TIMBER, rated in Measured Lasts.

Articles.	1868.			Total, 1867.
	To Great Britain.	To other Countries.	Total.	
	Lasts.	Lasts.	Lasts.	Lasts.
Beams, blocks, &c., oak	14,016	4,412	18,428	13,841
„ „ fir.	7,305	7,969	15,274	16,756
Boards, spars, staves, &c.	945	3,549	4,494	4,472
Total	22,266	15,930	38,196	35,069

LIQUIDS rated by Weight in Centals, reduced to Imperial Gallons.

Articles.	1868.			Total, 1867.
	To Great Britain.	To other Countries.	Total.	
	Gallons.	Gallons.	Gallons.	Gallons.
Spirits	60,874	829,114	889,988	225,610
Wine	3,573	11,035	14,608	19,440
Vinegar	..	2,565	2,565	1,035
Beer	..	..	..	4,392
Mineral Water	385	18,245	18,630	15,330
Total	64,832	860,959	925,791	265,807

GRAIN rated by Measure in Scheffels, reduced to Imperial Quarters.

Articles.	1868.			Total, 1867.
	To Great Britain.	To other Countries.	Total.	
	Imp. Qtrs.	Imp. Qtrs.	Imp. Qtrs.	Imp. Qtrs.
Wheat	453,605	137,972	591,577	628,826
Rye	7,020	268,787	275,807	124,474
Barley	201,122	118,303	319,425	150,772
Oats	38,978	20,547	59,525	33,824
Total corn	700,725	545,609	1,246,334	937,896
„ peas, beans, &c. ..	21,812	23,601	45,413	34,180
Grand Total	722,537	569,210	1,291,747	972,076

Goods variously rated.

Articles.	1868.	1867.
Herrings barrels	3,352	6,305
Lath wood .. cubic fathoms	263	33
Bricks No.	149,800	115,000

ESTIMATED Value, in Dollars, Prussian currency, of Imports and Exports in 1868 and 1867.

	1868.	1867.
Exports:		
Goods rated by weight ..	19,526,613	15,823,539
Corn, &c.	18,365,067	13,211,076
Timber	1,145,820	2,070,540
Total Exports	39,037,500	31,105,155
Imports	47,823,912	55,830,316
Grand Total	86,861,412	86,935,471

SUMMARY of the preceding Tables. Imports and Exports. Quantity.

Articles.	IMPORTS.	
	1868.	1867.
Goods rated by weight tons	328,683	247,887
Liquids gallons	623,415	824,333
Herrings barrels	274,903	273,049
	EXPORTS.	
Goods rated by weight tons	87,831	50,709
Liquids gallons	925,791	265,807
Corn, &c. quarters	1,291,747	972,076
Timber measured lasts	38,196	35,069

VALUE in Pounds Sterling, at the Average Rate of Exchange for the respective years.

				1868.	1867.
				£	£
Imports..	..	..	..	7,002,891	8,190,266
Exports..	..	..	..	5,716,291	4,563,103
Total	..	..	..	12,719,182	12,753,369

ESTIMATED Value in Dollars, Prussian currency, of Imports and Exports from 1858 to 1868 inclusive.

Years.	Dollars.	Dollars.	Dollars.
Decennial Average—			
1858-1867 inclusive ..	37,234,621	21,801,249	59,035,870
1867	55,830,316	31,105,155	86,955,471
1868	47,823,912	39,037,500	86,861,412

It will be seen by the foregoing Tables that, although the quantity of almost all the principal articles was much greater in 1868 than in 1867, the total amount of the estimated value of imports and exports is somewhat lower, and of imports considerably lower than in the preceding year. This apparent anomaly is, however, entirely owing to a change, and a very salutary change, adopted by the Corporation of Merchants, in the manner of valuation. The value of imports and exports, especially of imports, was, until the present year, estimated very irregularly, and for transit goods much too high. The principle now adopted (for 1868) is to estimate the value of goods imported and exported at their average wholesale prices at Stettin during the year, which is obviously the most correct way of proceeding. The best criterion of the trade of a seaport will, however, always be quantity and not value, and I therefore, such being my conviction, spared no pains to condense and tabulate the Customs Returns (quantity) of imports and exports in my Annual Reports; and, in order to show how greatly the trade of Stettin had increased, I subjoined to the usual Tables in my Report for 1867 the decennial average quantity of every article therein specified.

Trade of Swinemünde.—Swinemünde has no export trade, and the imports are chiefly coal and iron from England; salt was also, a few years ago, one of the principal imports, the importation of English salt at Swinemünde and Stettin being, previously to 1858, from 8,000 to 10,000 tons annually. After 1858 the importation declined rapidly, in consequence of the increased consumption of Stassfurth salt, as stated in my Reports for 1858 and 1859. From 1862 to 1867 no salt was imported, but last year Messrs. Guade and Gehm, of Swinemünde, imported a cargo of salt, 252 tons, from Liverpool, and are said to have disposed of it at a very fair profit.

Imports.

Articles.	1868.	1867.
From Great Britain:		
Coals tons	137,272	213,893
Pig iron "	526	860
Wrought iron and coarse iron wares ..	86	17
Salt "	252	..
Firebricks "	539	2,968
Divers "	21	185
Wine gallons	39	877
Spirits "	110	840
Ale "	48	232
Herrings barrels	206	1,102
From other Countries:		
Wrought iron and coarse iron wares tons	6	7
Divers "	174	89
Wine gallons	123	860
Spirits "	80	1,005
Herrings barrels	1,450	..

Freights in 1868.—Freights from Stettin to ports on the East Coast of Great Britain, Hull, Leith, and the intermediate ports:—

For 500 lbs. of Wheat:—				
January, February, March	1	3	to	2 3
April, May, June	1	6	„	2 6
July, August, September	1	6	„	3 0
October, November, December ..	2	3	„	4 0
Timber, per load { oak	11	6	„	18 0
fir	8	0	„	11 0

Exchange.—The average rate of exchange for short bills on London, in 1868, was—

January	6	25 $\frac{1}{2}$	July	6	24 $\frac{1}{2}$
February	6	25 $\frac{1}{2}$	August	6	25
March	6	25 $\frac{1}{2}$	September	6	25 $\frac{1}{2}$
April	6	25 $\frac{1}{2}$	October	6	25 $\frac{3}{8}$
May	6	24 $\frac{3}{4}$	November	6	24 $\frac{1}{2}$
June	6	24 $\frac{3}{8}$	December	6	24 $\frac{1}{2}$

Average for the year, 6 dollars 24 $\frac{3}{8}$ silbergroschen = 1*l*.

EQUIVALENTS of Prussian Weights, Measures, &c.

1 cental (zentner)	=	110·231172 lbs. avoirdupois.
1 last of 40 centals	=	1·9684 tons.
1 (measured) shipping last	=	1·6 reg. ton.
1 last for timber, oak 65 Prussian cubic feet	=	70·9 cubic feet.
fir 72	=	78·5 ..
1 scheffel	=	1·512 bushel.
1 wispel of 24 scheffels	=	4·536 quarters.
1 dollars of 30 silbergroschen, at par ..	=	3 <i>s</i> .

III. AGRICULTURE.

The yield of agricultural produce in Pomerania, and, in fact, throughout the Prussian dominions, was much more favourable in 1868 than in 1867. It will be seen by the following Table, compiled from the Reports published by the Prussian Board of Agriculture, and in which the unit is taken as a "normal crop or yield," that in Pomerania, wheat, rye, peas, potatoes, and rape were considerably above the average of the

preceding ten years, and barley and hay a mere fraction below that average.

The average of corn in the Prussian dominions, including the new provinces, was, in 1868: wheat 0·99, rye 0·94, barley 0·8, oats 0·79.

AVERAGE Yield of Corn, &c., in Pomerania, from 1858 to 1868 inclusive.

Articles.	Decennial Average, 1858-1867.	1867.	1868.
Wheat.. ..	0·92	0·73	1·01
Rye	0·84	0·58	0·97
Barley	0·87	0·83	0·81
Oats	0·93	1·01	0·78
Peas	0·86	0·93	0·92
Potatoes	0·76	0·5	0·91
Rape	0·7	0·44	0·94
Hay	0·9	1·11	0·97
Flax	0·87	1·1	0·78

AVERAGE Prices of Corn in Pomerania, reduced from official Returns taken from the average prices at 26 market towns. Exchange at par, 6 dollars 20 silbergroschen equal to 1*l*.

Articles.	Average at Martinmas (November 11) 1868.		Decennial Average at Martinmas, 1859-1868 inclusive.	
	Per Wispel.	Per Quarter.	Per Wispel.	Per Quarter.
	£ sgr.	£ s. d.	£ sgr.	£ s. d.
Wheat	72 16	2 7 11½	69 18	2 6 0
Rye	55 11	1 16 7	48 13	1 12 0
Barley	44 21	1 9 6½	37 00	1 4 5½
Oats	32 8	1 1 4	25 12	0 16 9½

MARKET PRICES OF CORN, &c., at Stettin, in 1868.

Articles.	First Quarter.		Second Quarter.		Third Quarter.		Fourth Quarter.		Year.	
	Lowest.		Lowest.		Lowest.		Lowest.		Lowest.	
	Highest.		Highest.		Highest.		Highest.		Highest.	
Wheat..	£ 3 1 9½	£ s. d. 3 6 11½	£ s. d. 2 12 11	£ s. d. 3 7 1¼	£ s. d. 2 5 9¾	£ s. d. 2 19 4	£ s. d. 2 0 0	£ s. d. 2 11 8½	£ s. d. 2 0 0	£ s. d. 3 7 1¼
Rye ..	2 1 2¼	2 11 6	1 12 3	2 8 1¾	1 9 8	2 3 10½	1 10 4½	1 16 2¼	1 9 8	2 11 6
Barley..	1 10 10¾	1 16 0½	1 7 1½	1 16 1½	1 8 4½	1 16 1½	1 8 5½	1 18 9½	1 7 1½	1 18 9½
Oats ..	0 19 3¾	1 8 4	1 0 7¾	1 7 1½	0 19 4½	1 5 9¾	0 18 1	1 4 6½	0 18 1	1 8 4
Peas ..	2 3 1½	2 10 2½	1 17 5	2 10 4	1 12 3	2 6 5½	1 13 7¼	2 5 3	1 12 3	2 10 4
Potatoes	0 7 8½	0 15 5	0 10 4	0 15 6	0 10 4	0 15 6	0 10 4½	0 13 0	0 7 8½	0 15 6

IV. POPULATION AND INDUSTRIES.

The population of Stettin and of Pomerania, according to the last Prussian census, was given in my Report for 1867.

Detailed accounts of the industrial establishments at Stettin and its vicinity will be found in my former Reports. Several of the establishments therein mentioned continue to carry on an extensive business, and to realise very considerable profits. For instance, the dividend received by the shareholders of one of the Steam Corn Mill Companies, capital 211,875 dollars, was in 1864 and 1865 $23\frac{1}{3}$ per cent., and in 1866 and 1867 $26\frac{2}{3}$ per cent.; the dividend to the shareholders of the Pomerensdorf Chemical Works, capital 300,000 dollars, was in 1866 16 per cent., in 1867 20 per cent., and in 1868 24 per cent., and the Stettin Portland Cement Company, capital 175,000 dollars, paid its shareholders a dividend, in 1864 and 1866 of 20 per cent., in 1865 of 22 per cent., and in 1867 and 1868 of 30 per cent.

The Stettin Cement Works produce about 120,000 barrels annually, and the other two Cement Works probably as much.

The importation of Portland cement from Great Britain, which in 1857 amounted to 44,000 barrels, has, in consequence of the successful competition of the Stettin Cement Works, fallen off to a mere trifle, the average annual importation during the last five years, 1864-1868 inclusive, being only 4,166 barrels; and although the exportation of Stettin cement is not yet considerable, it nevertheless amounted in 1868 to 14,202 barrels (56,811 cents), of which 10,606 barrels were exported to Russia, and 300 barrels to Scotland.

V. PUBLIC WORKS.

The works for the enlargement of the Stettin Railway Station, which have been carried on for the last two years, are now nearly completed. A central station for goods has been erected on the right bank of the Oder and connected with the passenger station,—considerably enlarged,—on the left bank, by a viaduct and two railway bridges.

The iron floating dock at Starkenhorst, opposite Swinemünde, begun in 1867, and constructed by the firm Borsig of Berlin for the Prussian Government, for the stipulated sum of 400,000 dollars, is now finished; and the works in connection with it, the cost of which may be estimated at 100,000 dollars, are nearly completed. The dock is for the use of vessels of the Prussian Royal Navy, but when not required for such vessels, will be available for merchant vessels that may stand in need of repair.

Stettin, April 20, 1869.

RUSSIA.

ARCHANGEL.

Report by Mr. Consul Renny, on the Trade of the Consular District of Archangel during the Year 1868.

TRADE AND COMMERCE.

Exports.—The export trade of the past year has been unprecedented in extent, and has, I believe, been satisfactory to all concerned in it.

The increased exportation has been entirely to Great Britain, as the articles which have swelled the exports are flax goods and oats, the staples of the trade with that country.

The average value of the exports for the five years ending 1867 was 1,042,370*l.*, and this year's amounted to 1,504,211*l.*

To Great Britain the average value exported in same period was 697,692*l.*, and this year it has been 960,938*l.*

The following Table shows the values exported in each of the last five years:—

TOTAL Value of Exports.

In 1864.	In 1865.	In 1866.	In 1867.	In 1868.
£ 928,358	£ 1,029,002	£ 1,206,641	£ 1,250,952	£ 1,504,211

Whereof to Great Britain.

681,848	669,704	857,129	723,608	960,938
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The above amounts represent the official values (which are based on the market values), with the addition of shipping charges.

The quantities of the principal articles of export shipped in the past five years, distinguishing those shipped to Great Britain in 1868, were as follows:—

Articles.	In 1864.	In 1865.	In 1866.	In 1867.	In 1868.	To Great Britain in 1868.
Linseed .. qrs.	51,142	73,893	64,677	111,506	106,487	45,781
Oats	149,487	150,515	189,789	209,660	343,001	311,723
Rye	322	36,019	33,833	32,836	36,709	..
Flax tons	3,742	3,040	3,582	3,866	6,822	5,017
Flax tow	5,359	4,867	5,476	4,105	6,552	4,674
Rye flour	5,534	7,569	7,627	7,182	7,179	..
Tar barrels	90,491	60,348	112,915	80,363	66,501	63,294
Pitch.	22,868	19,633	18,532	14,564	15,012	7,388
Mats pieces	367,484	374,628	639,240	623,237	377,210	305,890
Deals .. and. hundred	20,069	14,645	17,680	15,677	14,194	11,208

Large as the amount of exports has been in 1868, a larger may be expected in 1869, as the supply of flax goods will be considerably greater, and no decrease is looked for in the supplies of other articles.

It is fortunate for Archangel that last year's crop of flax, in the districts which supply the port, has been a good one, both in respect to quantity and quality, as in other ports of Russia, as well as abroad, the crop has been a poor one. Archangel flax, in consequence, is in good demand at 10 to 15 per cent. above last year's prices.

The extent of land put under flax in the Archangel supplying districts has of late years been annually increasing, but the result of this has hitherto not been evident in the export trade, owing to the continued erection in these districts of flax-spinning mills. Now, however, it would appear that flax-growing has gained on mill-building; and if the export trade continue to absorb the increased production at remunerative prices to the grower, the supplies of flax to Archangel will probably only decrease in unfavourable seasons.

Imports.—The amount is somewhat larger than in the previous year, and above an average of the five years' trade ending 1867. With the exception of the importation of fish from Norway, the amount of which ranges from one-half to two-thirds of the whole, the trade in imports is confined to tea, coffee, wine, salt, oil, &c., for mere local consumption; and for the present there is no prospect of its increasing.

The average value of imports for the five years ending 1867 was 67,227*l.*, and the amount of this year's was 69,131*l.*, wherein fish from Norway figures for 36,139*l.*

The average value imported from Great Britain in 1863-67, was 13,310*l.*; this year it has been 16,916*l.* Tea, salt, wine, and machinery for sawmills, are the principal items in the list of imports from Great Britain.

Weights, Measures, and Moneys.—The English equivalents of weights and measures, as used in trade, and according to which I draw up my returns, are as follows:—

1 pound Russ	= $\frac{9}{16}$ lbs. English.
1 pood, or 40 lbs. Russ	= 36 lbs. English.
63 poods	= 1 ton.
1 chetvert	= seven-tenths of imperial quarter; or
100 „	= 70 quarters.

For the reduction of Russian money into English, in making up my returns this year, I have calculated 1 rouble = 35 pence; 686 copecks = 1*l.* sterling.

Domestic Trade.—This consists principally in meat, game, fish, and furs. There are no data for estimating the amount of it.

Market Prices of Goods.—The average prices, including shipping charges, for the principal articles of export, were as follows:—

		£	s.	d.	
Linseed	per imperial quarter	2	8	7	} Free on board ship.
Oats	„	0	19	10	
Rye	„	1	13	4	
Flax	.. per ton	52	7	4	
Flax tow.. ..	.. „	33	19	10	
Rye flour.. ..	.. „	9	3	9	
Tar	per barrel	0	9	6	
Pitch	per cwt.	0	5	0	
Mats	per 100	3	1	3	
Deals	per standard hundred	6	4	0	

For imports no market prices can be reported, as their sale is confined to retail.

Tariff.—The new Russian Tariff of 1868 will not affect the trade at this port, as no alteration is made of the duties on the principal articles of import. Bills of lading of imported goods are still required to be produced by the Archangel Custom-house, this port not being included among those exempted from the observance of this formality.

Trade Laws ; Banks.—Under these heads I have nothing to report this year.

Rates of Exchange.—Archangel bills being negotiated in St. Petersburg, the rates of exchange are nominally those of that city, subject to the addition of banker's commission and charges for the transmission of money. I therefore subjoin the monthly quotations during the year of the St. Petersburg exchange for bills on London at three months' date:—

	Highest.	Lowest.
January	33 $\frac{1}{8}$	33 $\frac{1}{16}$
February	33 $\frac{3}{16}$	33
March	33	32 $\frac{5}{8}$
April	33 $\frac{1}{8}$	32 $\frac{7}{8}$
May.. .. .	32 $\frac{7}{8}$	82
June	32 $\frac{7}{8}$	32 $\frac{1}{2}$
July.. .. .	32 $\frac{3}{4}$	32 $\frac{3}{4}$
August	32 $\frac{1}{2}$	32
September	33	32
October	33 $\frac{3}{16}$	33
November	33 $\frac{3}{16}$	32 $\frac{3}{8}$
December	32 $\frac{7}{8}$	32 $\frac{3}{8}$

These quotations are in pence per silver rouble.

SHIPPING AND NAVIGATION.

There have been very few casualties this year to shipping visiting this port, and there was no impediment to navigation from ice in the White Sea.

The first vessel arrived on 13th (25th) May, a whole month earlier than in 1867, and the last departure was on 21st September (3rd October).

The number of vessels entered and cleared at the port during the past year has been considerably above an average, and there has been proportionally a greater increase of tonnage. The average total of the shipping cleared from the port, in the five years ending 1867, was 446 vessels, 96,912 tons, against this year's 568 vessels, 124,436 tons; and the average amount of British shipping cleared in the same period was 166 vessels, 38,088 tons, against this year's 173 vessels, 45,175 tons. Looking merely to the number of vessels, British shipping would appear to have had but a small share of the increased trade; but, taking tonnage as the basis, it has obtained its due proportion.

The number of steamers frequenting the port continues to increase. In the past year there were 24, of which 23 were under the British flag.

The subjoined Table exhibits the amount of shipping cleared from this port in each of the five years ending 1868, distinguishing British shipping, and its share in the indirect carrying trade:—

Years.	Total Amount.		British Shipping.		British in Indirect Carrying Trade.	
	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.
1864 ..	482	102,679	160	34,771	6	1,465
1865 ..	406	92,670	182	44,157	8	1,708
1866 ..	516	112,117	167	39,831	2	486
1867 ..	473	108,224	135	35,692	7	2,269
1868 ..	568	124,436	173	45,173	13	4,288

The amount of Russian coasting shipping employed in the trade between this port and Norwegian Finnmark, which is not included in the above, was as follows:—

Years.	Number.	Tonnage.
1864.. .. .	179	9,082
1865.. .. .	212	10,220
1866.. .. .	207	9,478
1867.. .. .	209	10,190
1868.. .. .	197	9,864

Coasting Trade proper is of small importance, and there are no data for ascertaining its amount.

Port and Harbour.—The Maimax Channel of the Dwina has been the ship channel throughout 1868, it having had a depth of fully 14 feet, while the previous channel has shoaled to 10 feet.

I am informed by the port authorities that they are procuring a steam launch for general use in the navigation of the river, but principally for the purpose of expediting the return of pilots from the harbour to the pilot station at the entrance to the river. They likewise expect that a sea-going steamer, of considerable power, will be sent them for visiting light-houses, and for general purposes.

Lighthouses and Lights.—No new lights or beacons have been established this year in the White Sea. According to the representations of shipmasters, a lighthouse combined with fog signals is much wanted on Gorodetzkoj Cape in the White Sea. The "Commerce" of Dundee was wrecked there this autumn, during a thick fog. What renders this cape so dangerous in thick weather is that vessels have to shape a fresh course from it, and they cannot venture to give the land a wide birth for fear of getting on the Ortoffky banks.

Shipbuilding.—This branch of trade has been entirely abandoned, it having proved a very losing one.

Measurement of Vessels.—New regulations for measuring vessels came from St. Petersburg in the autumn. These will remove a source of great complaint on the part of shipmasters, as, while of simple application, the result closely assimilates to that of the English measurement.

Freights.—The highest and lowest rates paid to the east coast of Great Britain were as follows:—

	Highest.	Lowest.
	£ s. d.	£ s. d.
Linseed .. per imperial quarter	0 4 9	0 4 6
Oats. . per qr. of 320 lbs. English	0 4 3	0 3 10½
Flax per ton	2 5 0	2 3 0
Tar per barrel	0 5 0	0 4 0
Deals .. per standard hundred	4 0 0	3 10 0

AGRICULTURE.

The crops in the Government of Archangel consist of barley, potatoes, rye, and oats, but principally of barley. Few districts ever grow sufficient for the support of the inhabitants, and the more northern nothing whatever. The food of the people is principally, and the export of corn and flour entirely, supplied by the Vologda and Viatka Governments.

In 1868 the crops have been very good, the summer having been an exceptionally long one, and the inhabitants have in some measure recovered from the privations they endured in 1867-68.

POPULATION AND INDUSTRIES.

There has been no census of the population of the Archangel Government since 1865, when it was computed at 269,008 persons (128,859 males, and 140,149 females). The town of Archangel at same time contained 19,092 persons (9,911 males, 9181 females). The rate of increase is small. The population of the northern district is scattered along the sea-coast, and on the banks of the larger rivers. It finds its subsistence in the fisheries of seal, cod, herring, and salmon; in snaring and shooting game; and in the barter trade, with Norwegian Finmark, of rye-flour against fish.

The more southern districts subsist partly from agriculture, partly from the felling of timber, and manufacture of tar and pitch.

The inhabitants of the town and its vicinity have principally employment in connection with the export trade.

Labourers' wages are from 1s. to 3s. per day, according to the time of the year.

There are no mines or factories. There are several saltworks, producing salt from salt springs; but the solution is weak, and the produce is of so poor quality that only the protective import duty (about 2s. per cwt.) enables it to compete with foreign salt.

PUBLIC WORKS.

There has been no further extension of the telegraph line connected with Archangel. The projected line of railway from Viatka to the Northern Dwina, at its confluence with the Vichegda, still remains a project; but the line is to be re-surveyed this spring, and it is hoped that the Surveyor's report will be favourable for its being carried out under a Government guarantee. There can be no question of the immense benefit the Archangel Government would gain from this line of railway. It would secure the inhabitants from famine in bad seasons, and would greatly increase both the import and export trade of the port.

PORT OF ONEGA.

TRADE AND COMMERCE.

Exports.—The exportation continues to consist exclusively of deals, which are prepared and shipped by an English Company. The amount of the shipments in the past year has been considerably above an average, that of the five years ending 1867 showing only a value of 52,784*l.*, while in 1868 it has been 65,019*l.*

The following Table exhibits the quantity and value of the export in each of the past five years, distinguishing that to Great Britain :—

Total Exports.									
1864.		1865.		1866.		1867.		1868.	
Quantity, Standard Hundred.	Value.	Quantity, Standard Hundred.	Value.	Quantity, Standard Hundred.	Value.	Quantity, Standard Hundred.	Value.	Quantity, Standard Hundred.	Value.
8,033	£ 56,974	8,736	£ 55,657	10,509	£ 61,161	9,629	£ 52,908	11,672	£ 65,019
Whereof to Great Britain.									
6,863	£ 51,530	7,478	£ 50,895	8,574	£ 55,091	7,643	£ 45,580	9,682	£ 57,121

Imports.—The importation principally consists of fish from Norway. The total value imported in 1868 was 9,493*l.*, whereof 8,600*l.* was in fish. Under other heads there is nothing to report of the trade, &c., of Onega, which is not mentioned in respect to Archangel.

SHIPPING AND NAVIGATION.

The amount of shipping cleared from this port during the past year considerably exceeds an average. The average number and tonnage of vessels cleared in 1863-67 was 40 vessels, 17,720 tons; while in 1868 there were 56 vessels, 24,036 tons.

It is to be remarked, in respect to Onega as well as to Archangel, that the increase of shipping visiting the port shows more in tonnage than in number of vessels.

The average number and tonnage of British vessels cleared in 1863-67 was 2 vessels, 1,056 tons, against the past year's 5 vessels, 2,078 tons.

The number and tonnage of vessels cleared at the port in each of the past five years, distinguishing that to Great Britain, is shown by the following Table :—

Years.		Total Amount.		British Shipping.		British in Indirect Carrying Trade.	
		Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.
1864	..	42	17,542	2	792	..	..
1865	..	37	17,787	4	2,145	1	508
1866	..	43	20,714	1	830	..	..
1867	..	46	17,871	2	650	..	..
1868	..	56	24,036	5	2,078	..	..

Exclusive of the above, the number and tonnage of Russian coasters cleared for Norwegian Finmark, in same years, was as follows :—

Years.					Number.	Tonnage.
1864..	..	..	..	..	43	1,630
1865..	..	..	..	..	42	1,637
1866..	..	..	..	..	53	2,368
1867..	..	..	..	..	60	2,282
1868..	..	..	..	..	45	1,832

POPULATION AND INDUSTRIES.

The population of the town is 2,200. It is principally employed at the sawmills, or in work connected with them.

Archangel, March 31, 1869.

SWEDEN.

GOTTENBURG.

*Report by Mr. Consul Engström, on the Trade and Commerce of
Gottenburg during the Year 1868.*

THE trade of Gottenburg during the year 1868 was for the most part dull and unsatisfactory, but notwithstanding the general depression, the extent of business was not so far below the preceding year, and the total number and tonnage of British ships exceeded the return of 1867, as will be seen by the following Table of British and Foreign arrivals and departures for the last five years, viz. :—

Years.	ARRIVALS.					
	British.		Foreign.		Totals.	
	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
1864	248	69,207	1,740	255,872	1,988	325,079
1865	254	72,028	1,616	259,560	1,870	331,588
1866	281	99,590	1,736	288,003	2,017	387,593
1867	302	103,436	1,695	291,633	1,997	395,069
1868	351	122,051	1,735	288,025	2,086	410,076
	DEPARTURES.					
	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
1864	247	69,113	1,478	236,452	1,725	305,565
1865	261	73,659	1,463	256,455	1,724	330,114
1866	281	99,590	1,534	282,888	1,815	382,478
1867	297	101,923	1,506	284,960	1,803	386,883
1868	351	122,051	1,412	276,083	1,763	398,134

The British shipping comprises several large and commodious steamers, making weekly voyages between London and Gottenburg, and Hull and Gottenburg, besides trading steamers to West Hartlepool.

A new line to Glasgow will be opened early in the spring of 1869, chiefly for the transport of emigrants to North America.

The arrivals of British shipping at the outports of this Consulate in 1868 were as follows :—

	Ships.	Tons.	Crews.
Uddevalla and Lysekibl	18	4,875	202
Halmstad	2	219	10
Helsingborg	20	3,781	137
Landscrona	18	3,659	129
Malmö	53	9,939	404
Ystad	24	4,337	185
Carlsrona	4	1,262	32
Total	139	28,072	1,099

being about 14,000 tons less than the former year.

The foreign shipping which entered the port of Gottenburg in 1868 belonged to the following countries, viz.:—

	Ships.	Tons.
Sweden	865	152,939
Norway	462	70,508
Denmark	92	10,994
Prussia	159	19,387
Netherlands	71	13,988
France	55	7,404
German Ports	16	3,634
Russia	5	3,279
America	10	5,842
Total	1,735	288,025

Freights.—The rates were much the same as the former year.

TRADE AND COMMERCE.

The amount of import and export duties at the Custom-house of Gottenburg, during the year 1868, was 5,109,683 rixdollars against 4,675,304 rixdollars in 1867.

Exports.—The total value of the exports from Gottenburg in 1868 may be estimated approximatively at 1,501,900*l.*, being about 350,000*l.* below the former year, and which falls principally on the reduced exports of iron and grain, the former being above 7,000 tons, and the latter above 264,000 quarters less than 1867.

Iron.—The export for the year shows a decrease of above 700 tons, as will be seen by the following shipments, compared with 1867, viz.:—

	1868.	1867.
	Tons.	Tons.
To England	27,180	28,416
North America	14,520	20,977
France	7,350	5,558
Germany	4,146	5,530
Other Countries	4,950	4,919
Totals	58,146	65,450

the falling off being principally to America.

Wood.—The shipments of deals, battens, and boards, from Gottenburg in 1868, were as follows, viz.:—

	1868.	1867.
	Cubic Feet.	Cubic Feet.
To England and Colonies	7,401,720	7,119,682
France	1,995,400	2,697,917
Spain	399,050	170,630
Belgium	172,040	233,816
Other Countries	492,153	305,145
Total cubic feet	10,460,363	10,527,190
or dozens	381,158	400,380

The export of other wood, consisting of square and round timber, balks, spars, pitprops, lathwood, firewood, &c., may be taken at an approximate value of 60,000*l*.

Of deals, battens, and boards, the export for the year shows a falling off in dozen pieces of nearly 20,000, but as the proportion of boards was considerably less than in 1867, the decrease in the actual cubic contents is comparatively trifling.

The year closed with smaller stocks than usual, an evidence that the low and unremunerating prices are beginning to affect the supplies from the interior, a result that may also in some degree have been caused by the prevailing drought having thrown mills with scanty water supply out of work.

The prices of deals, per Petersburg standard, during the year, ruled at about 7*l*. for 3 by 9-inch, 1st and 2nd quality, mixed; 5*l*. 10*s*. for 3 by 9-inch, 3rd quality; 6*l*. for 2½ by 7-inch, 1st and 2nd quality, mixed; 5*l*. 5*s*. for 2½ by 7-inch, 3rd quality.

A large increasing trade chiefly to London and Hull has been carried on in split laths and lathwood, and there is every indication of this branch of the wood trade attracting the attention of the saw mill owners who have water power to dispose of. The manufacture of split laths has hitherto been performed by hand, but will now be carried on by machinery.

The trade in pit-props is as fully equal to the former year, the export being 4,093,500 pieces, but the result has not been remunerative.

Grain.—The export for the year 1868 shows a considerable decrease, the total shipments from Gottenburg (chiefly oats to England) being 218,900 quarters, against 483,200 in 1867; and from the outports of this Consulate, the total exports was 481,900 quarters against 756,000 in 1867.

Live Animals.—The export in 1868 consisted of:—oxen, 2,817; calves and pigs, 1,072: total, 3,889.

The remaining articles of export from Gottenburg in 1868 may be taken at an approximate value of 200,000*l*.

Imports.—In the value of the imports into Gottenburg, as compared with 1867, there is a decrease of about 40,000*l*.

The quantities of the principal articles imported into Gottenburg in 1868 and 1867, were as follows, viz. :—

	1868.	1867.
Coal tons	112,800	107,740
Coffee lbs.	9,347,588	8,938,978
Cotton "	8,761,685	10,729,000
Cotton Yarn "	643,900	1,068,395
Grain, principally Rye qrs.	113,500	79,000
Meal, of Rye and Wheat cwt.	120,290	78,400
Rice and other Grits not of Grain .. lbs.	1,875,459	1,420,450
Hides "	2,580,600	2,135,200
Manufactures of Silk, Linen, Cotton, &c. "	627,433	646,360
Fish, from Norway :—		
Herrings barrels	76,777	85,801
Dried cwt.	11,430	12,675
Sugar, Raw lbs.	15,934,482	18,170,868
" Refined "	1,569,291	1,291,823
Salt tons	22,690	19,490
Tobacco lbs.	1,753,265	2,198,596
Wines and Spirits "	2,498,508	1,958,989
Wool "	1,508,801	1,792,584
Woollen Yarn "	241,182	212,990
Machinery and Implements value £	35,000	57,500

The other articles of import, consisting of iron, white lead, and zinc, oils, tallow, butter, cheese, soda, soap, dyes, glass, hops, spices, dried fruits, tea, &c., may be valued approximately at 125,000*l*.

EXCHANGES.

The average course of exchange per £ sterling, for bills on London at 3 months date, during the year 1868, was as follows :—

						Rxdls.	Ore.
January	..	..	..	..	..	18	4
February	..	..	..	..	..	18	2
March	..	..	..	..	..	18	1
April..	..	..	..	..	..	17	99
May ..	..	..	..	..	..	18	3
June ..	..	..	..	..	..	18	0
July ..	..	..	..	..	..	18	2
August	..	..	..	..	..	18	3
September	..	..	..	..	..	18	2
October	..	..	..	..	..	17	98
November	..	..	..	..	..	17	96
December	..	..	..	..	..	18	0
Average of the Year						18	1

The rate of discount at Gottenburg during 1868 ruled from 2 to 4 per cent.

The following are the amounts of bills negotiated at Gottenburg in 1868, viz.:—Pounds sterling, 1,903,648*l*.; Banco marks, 8,743,608*l*.; Francs, 8,652,230*l*.; Dutch florins, 356,614*l*.: making in Swedish currency a total of 52,562,436 rixdollars, and equal in sterling to about 2,920,135*l*.

The exchange used for conversion in this report is 18 rixdollars per £ sterling, that being the par.

AGRICULTURE.

Harvest.—Owing to the very dry and hot summer, the harvest of 1868 was not abundant, but the deficiency in quantity was greatly made up by the weight and sound condition of the seed, which was got in early, and under most favourable circumstances.

The official reports for this district give the following results :—

Winter wheat and rye.—A full average yield of eight to tenfold.

Spring sown.—Under average.

Barley and oats.—An under average of three to fivefold.

Peas, beans, and tares.—A bare average of five to sixfold.

Potatoes.—A full average yield of eight to ninefold, and in excellent condition.

Hay.—A very short crop, but of good quality.

The total result may be taken as a full average for winter seed, but very deficient in spring sown.

Provisions.—The current market prices in Gottenburg are as follow :—

			s.	d.		s.	d.
Wheat..	..	..	per qr.	52	0	to	56 0
Rye ..	..	..	"	38	0	"	42 0
Barley..	..	..	"	36	0	"	40 0
Oats ..	..	..	"	24	0	"	25 0
Pease ..	..	..	"	48	0	"	54 0
Potatoes	..	..	.. per ton	55	0	"	60 0
Hay ..	..	..	"	105	0	"	110 0
Meal, Wheaten	..	per 20 lbs.	"	3	0	"	3 2
" Oaten ..	..	"	"	1	4	"	1 6
Beef ..	..	..	.. per lb.	0	3	"	0 4
Mutton ..	..	..	"	0	3 $\frac{1}{2}$	"	0 4 $\frac{1}{2}$
Pork ..	..	..	"	0	4	"	0 4 $\frac{1}{2}$
Veal ..	..	..	"	0	4	"	0 5
Butter, fresh ..	..	..	"	1	0	"	1 2
Cheese ..	..	..	"	0	4	"	0 6
Eggs ..	..	..	per score	1	6	"	1 8

Gottenburg, April 28, 1869.

TURKEY.

BOSNA SERAI.

Report by Mr. Consul Holmes, on the Trade of Bosnia for the Year 1868.

THE spring of 1868 set in very late; not a leaf or a blade of grass was visible in the beginning of April, and consequently in many parts of the province considerable mortality occurred among the cattle through starvation, the small supply of fodder remaining from the scanty crops of 1867 having been exhausted. Much rain succeeded the cold and inclement months of March and April, and people rejoiced at the prospect of a most abundant crop of hay. The cereals also presented a promising appearance, and very heavy crops were expected. In Bosnia, however, it seems that either rain or its absence is usually in excess, and the incessant wet weather which prevailed until the month of September damaged the greater part of the hay crop, and injured more or less all the cereals with the exception of the Indian corn, which luckily was plentiful and of good quality. Rather more than a fair average crop of tolerable hay was stacked, a great part of which will be available this year, as the past winter has been so mild and open that the cattle have been able to find sustenance in the fields and copses.

The crop of cereals was probably below the usual average.

The fruit crops were very poor. The plums, the most important, were so tasteless and watery that they were almost unsaleable.

The construction of roads, I am sorry to say, does not proceed as well as might be expected. The road from Travnik to the Austrian frontier and Spalato, which is said by the authorities to be completed, seems to attract no traffic, and most people who have seen it declare that it is not practicable for loaded carts. When Osman Pasha began road-making in Bosnia the improvement on the old bridle paths was immense, but his Excellency himself admitted that his roads were far from being what they ought to be, and declared that they would be gradually brought to the condition which was pointed out to him as needful for commerce—namely, that a loaded cart, with a couple of horses, should be able to traverse them without other assistance. Unfortunately, however, the Pasha seems to have lost his former energy, and to be content with the reputation he has already gained. No improvement whatever has taken place, and carters coming from Brood are still, as in the beginning, obliged to travel in company, and have to harness all their horses to one cart to get it over many of the ascents, returning with them to bring up the remaining carts one at a time in succession.

The highly important commercial and strategic road which is to connect Bosnia and the Herzegovina, traced along the Narenta, between Mostar and Serajevo, made good progress last year, mainly owing to the interest taken in it by the Mushir commanding the troops, who overcame most of the difficulties of the undertaking, in spite of the indifference exhibited by the Governor-General. This indifference dates from the commencement of this road, which the Porte ordered to be constructed along the valley of the Narenta, in accordance with the plan proposed by Omer Feozi Pasha, an able engineer officer, in preference to that proposed by

Osman Pasha over lofty mountains, in many places wanting water, and buried in snowdrifts all the winter.

However, so much has been effected in the construction of roads that a Governor-General, with some knowledge of what a good road ought to be, would easily be able to make the necessary improvements, and even as it is, from what I hear, I believe Bosnia possesses the best roads in Turkey.

With regard to mines no progress whatever has taken place. After the discharge of Mr. Conrad, the Prussian engineer, as I mentioned in my last Report, the Governor-General engaged a couple of engineers from Hungary; but, as I foresaw, they were soon dismissed, and there the whole matter remains.

In the spring the Government sold to a French firm, established in Croatia, some forests which had been examined, and the trees professedly marked and numbered by officers sent from the department of forests at Constantinople. When the French firm began to work, it declared that the number and size of the trees fell far short of what was specified in the sale made to it, but instead of protesting against this error or fraud, it proceeded to cut trees in other adjacent forests not belonging to it. This gave rise to reclamations on the part of the Turkish Government, met by counter claims on the other side for false sale. The litigation still continues, and the whole matter will probably indispose foreigners to any future purchases of the forests in Bosnia.

The public health has been good, with the exception of the prevalence in the spring of scarlet fever of a very malignant type, of which a great many children died.

The cattle disease seems to have entirely ceased.

The trade of the country seems to have been the usual average. There is not likely to be any material extension of it, nor can much interest attach to it, until it has free access to European markets through the Turkish port of Klek, on the Adriatic, which Austria has always energetically opposed. A couple of native Turkish merchants went to London last year, and returned with an assortment of various goods, and they propose, I hear, to repeat the experiment this spring, their adventure having turned to good account. Nothing, however, but the opening of the port of Klek can give any interest to the trade of Bosnia, as far as British commerce is concerned.

The political condition of the country has been as satisfactory as possible, and perfect tranquillity has prevailed. The arrangements agreed to for the distinct demarcation of the frontier between Bosnia and the Herzegovina and Montenegro, which will be carried out this summer, will tend very much to improve relations with the latter country, and give the Government a firmer footing in the Herzegovina, which will also be immensely strengthened when the road between Serajevo and Mostar is completed.

It is said that the construction of a railroad from Brood, on the Save, to Constantinople, through Bosnia and Roumelia, is seriously contemplated, but the rumour has scarcely yet sufficient consistence to attract attention.

A school for native female children is to be opened here this autumn by the Prussian Kaiserswerth Deaconesses, which it is hoped may be the means of inducing the Bosniacs to appreciate the advantages of educating their women. This project originated with two English ladies, who visited Bosnia a few years ago, and were struck with the total absence of anything like instruction for women. Circumstances prevented their intention of establishing a school themselves, but a proposition was made to the society of the Kaiserswerth Deaconesses to do so on

condition of their receiving the funds which the English ladies had collected for the purpose. The proposition was accepted and the school house is to be built during the summer.

What education exists in Bosnia for boys is of the most miserable and elementary description, but the people do not seem to consider it worth while to pay for anything better. The richer Christian merchants, or rather shopkeepers, who go occasionally to Vienna or elsewhere abroad do not fail to ascribe this state of things to Turkish oppression, but nothing can be more false. The Government has always shown itself ready to aid the establishment of schools, but with Turks and Christians think that there is no need to be better educated than their fathers, and desire no improvement.

Half the evils attributed to the Turkish Government arise from the ignorance, indolence, and superstition of the populations themselves, and they must very much change their nature before a great and general advance in civilisation can take place, do what the Government may to promote it.

Bosna Serai, April 6, 1869.

SALONICA.

Report by Mr. Consul Wilkinson on the Trade of Salonica for the Year 1868.

SHIPPING AND NAVIGATION.

THE number of British vessels which entered and left the port of Salonica during the year 1868, compared with that of the preceding twelve months, is as follows:—

Year.	Entered.		Cleared.	
	Number of Vessels.	Aggregate Tonnage.	Number of Vessels.	Aggregate Tonnage.
1867.. ..	29	6,724	28	6,718
1868.. ..	61	17,960	57	16,036

Being more than double the number of British vessels in 1868 than in 1867, owing principally to the large shipments of grain for the United Kingdom and ports of the Mediterranean.

The following is a statement of the vessels of all nations which entered and left the port of Salonica in 1868.

Countries.	Entered.		Cleared.	
	Number of Vessels.	Aggregate Tonnage.	Number of Vessels.	Aggregate Tonnage.
British	61	17,960	57	16,036
French	149	75,748	156	77,124
Austrian	133	49,015	129	48,007
Italian	79	18,148	71	16,400
Hellenic	187	11,210	187	11,210
Ottoman	203	34,119	201	33,920
Spanish	16	5,523	15	5,015
Prussian	11	2,603	12	2,861
Russian	3	810	3	810
Other Nations	4	1,622	4	1,622
Totals	846	216,758	835	213,005

The number of vessels employed in the coasting trade which have entered the port of Salonica in 1868 has been 5,509, of an aggregate burthen of 85,104 tons. These small vessels, as already stated in my former reports, are under the national flag, but are manned by Christian crews.

The merchants of Salonica have been making strenuous but, hitherto, ineffectual efforts to induce some of the steamship companies, whose boats run between Liverpool and Constantinople, to establish also a direct steam communication between this place and England; the yearly increasing importance of the cotton trade at this port rendering the establishment of such a line extremely desirable.

SALONICA.

TRADE AND COMMERCE.

The year 1868 has, on the whole, been one of great commercial prosperity for Salonica. The transactions in grain assumed a considerable degree of importance, and large quantities of both white and red soft wheat, of the preceding year's crop, and of excellent quality, derived chiefly from the district of Kupruli, were shipped for England and Mediterranean ports. It is, however, much to be regretted that instead of shipping the wheat as it is sent in from the interior, comparatively free from other grains and seeds, the shippers, for obvious reasons, are in the habit of mixing with it barley, rye, and inferior wheats; and although there are also some respectable firms who have never recourse to such dishonest expedients, they unfortunately constitute but a small minority. Samples of grain can now be sent to England by the French post, *viâ* Marseilles, in less than ten days; merchants in England would, therefore, do well to procure such samples before giving their orders to their correspondents at this place. Such a course, if adhered to, would save them disappointments, and frequently heavy losses.

The average market price, free on board, of the different kinds of grain exported during the year 1868, has been as follows per imperial quarter:—wheat, 2*l.* 9*s.* 9*d.*; barley, 1*l.* 1*s.* 6*d.*; Indian corn, 1*l.* 6*s.* 4*d.*; rye, 1*l.* 6*s.* 6*d.*

The following is an account of the approximate value of the imports and exports by British and Foreign ships in 1868:—

Nationality.	Value.	
	Imports.	Exports.
	£	£
British.. .. .	38,980	89,144
Prussian	150	47,807
French.. .. .	412,000	677,000
Italian.. .. .	4,000	180,000
Austrian	280,000	330,000
Hellenic	5,000	78,000
Ottoman	68,000	132,000
Spanish	..	120,470
Other Nations.. .. .	..	14,700
Totals	803,130	1,769,121

The above figures exhibit a considerable increase in the exports over the preceding twelve months, amounting in value to upwards of 280,000*l.* On the other hand the import trade has been rather inactive, and the quantity and value of both British and foreign cotton manufactures imported exhibit a decrease, as compared with the preceding year.

British manufactures and yarns amounting in value to about 280,000*l.*, figure in the above Table amongst the imports under the French and Austrian flags. These goods were brought chiefly from Constantinople, having been carried thither in British bottoms.

The imports by British sailing vessels consisted, as usual, of coal and iron. 858 tons of the former, and 47,760 cwts. of the latter were so imported.

STATEMENT of the average monthly rate of exchange on England, for bills at 3 months date, during the year 1868 : —

	Piastres Per £ Sterling.
January	108 $\frac{5}{8}$
February	108 $\frac{3}{8}$
March	107 $\frac{7}{8}$
April	108
May	108 $\frac{1}{4}$
June	108 $\frac{1}{8}$
July	108 $\frac{3}{8}$
August	108 $\frac{3}{8}$
September	108 $\frac{3}{8}$
October	108 $\frac{3}{8}$
November	108 $\frac{3}{8}$
December	108 $\frac{7}{8}$

AGRICULTURE.

Wheat.—The crop, which up to the end of May promised to be very abundant, was spoilt by the heavy and continued rains which prevailed through the summer; still the yield was fully equal to that of the preceding year, but the quality is much inferior, and so damp, owing to long exposure to wet weather after having been reaped, that it is scarcely fit for exportation.

Barley.—The wet weather did not affect this grain to the same degree as it did wheat, and as prices were well sustained in the European markets up to the end of the year, considerable quantities were exported.

Indian Corn.—The summer rains which did so much injury to the other grain crops, have on the contrary exercised a beneficial effect on Indian corn, the quality of which is considered much superior to that of the preceding year.

Cotton.—The apprehension I expressed in my last Report lest the low prices of cotton then ruling should restrict the cultivation of that staple, have, fortunately, proved groundless, for it is estimated that this year's crop has yielded about 300,000 cwts. of clean cotton, being 50,000 cwts. more than the yield of 1867. The rains, however, have somewhat altered the colour of the wool, though they did not injure the staple.

Wool.—This article has been entirely neglected, and consequently the quantity exported has been insignificant.

PUBLIC WORKS.

As I have said in my former Reports the want of roads is very much felt, the produce from the interior having to be carried at a great cost on the backs of horses, mules, and camels. It is, however, satisfactory to be able to report that the construction of the road between Salonica and Monastir, is now, at last, being pushed forward with some chance of its being soon completed. The system hitherto pursued to raise the funds necessary for the construction of this road, and of that between this place and Serres, consisted in levying a tax on every adult male inhabitant, and on every head of cattle; but, unfortunately, only a small portion of the money so collected was expended on the works, the rest was dissipated nobody knows how. The Government has now adopted the system of "prestation" (forced labour), and has assigned to the inhabitants of every village and farm a section of road proportionate to

their numbers, which they are required to construct themselves under the guidance of competent engineers, or, at their own expense, employ others to do it. This system seems, so far, to work well, and a large section of road between Vodena and Yenidjè, has already been completed. No other public works have either been commenced or completed in this district during the year 1868.

Salonica, April 17, 1869.

UNITED STATES.

BALTIMORE.

Report by Mr. Consul Rainalds, on the Navigation, Trade, and Manufactures of Baltimore, State of Maryland, for the Year 1868.

THE city of Baltimore has not only recovered its earlier state of prosperity but it now occupies a position which indicates that its commercial importance on the Atlantic coast will, at no distant period, be second only to that of New York and Boston.

Many of its merchants are not only intelligent and wealthy, but they are decidedly enterprising, and, as a class, considered honourable in all their transactions. These facts have inspired confidence, and have materially assisted in establishing at this port an extensive direct foreign trade; they have also secured to Baltimore a large portion of the domestic commerce of the Southern and Western States of this continent, which, earlier, was transacted at New York.

The judiciously arranged net of railways and the numerous lines of steamers already established, and those under construction, cannot fail to prove of essential advantage to the city; and when the Union Pacific Railway shall be in operation in the course of a few months, there is every reason to believe that this place will be greatly benefited.

The census of 1868 also indicates prosperity, the population of Baltimore having since 1860 increased from 212,000 to 352,000 souls.

I trust the following statistical tables and other information, collected by me, may serve to illustrate the views I have expressed.

SHIPPING AND NAVIGATION.

The following tables will show the number and tonnage of British shipping at Baltimore for the last three years; also of British and foreign shipping in 1868, and the coasting trade for the same period:—

BRITISH Shipping at Baltimore.

Years.	Entered.			Cleared.		
	Number of Vessels.	Tons.	Value of Cargoes.	Number of Vessels.	Tons.	Value of Cargoes.
			\$			\$
1866	188	48,425	2,278,000	194	49,784	803,500
1867	210	60,428	2,908,140	209	60,304	2,019,562
1868	260	68,631	2,957,000	257	64,119	2,325,741

RETURN of British and Foreign Shipping at Baltimore during the Year 1868.

Nationality.	Entered.			Cleared.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
British	260	63,631	2,227	257	64,119	2,244
American	322	103,412	3,562	286	101,110	3,442
Argentine	5	2,168	65	6	2,897	83
Austrian	1	901	22	1	901	21
Danish	3	559	26	3	568	25
Dutch	1	378	15	1	396	15
Italian	2	496	23	2	498	22
North German ..	49	43,649	1,399	45	41,791	1,324
Norwegian	6	1,906	68	8	2,613	88
Spanish	3	532	30	3	473	34
Swedish	5	1,058	44	5	1,064	44

RETURN of Shipping employed in the Coasting Trade at the Port of Baltimore in 1868.

Nationality.	Entered.			Cleared.		
	Number.	Tonnage.	Crews.	Number.	Tonnage.	Crews.
American	1,595	993,287	31,660	1,633	1,014,740	32,218

This trade was carried on by 99 steamers, of an aggregate burthen of 35,392 tons, and by 902 sailing vessels of an aggregate burthen of 40,765 tons.

The success of the Bremen (North-German Lloyd) line of steamers plying to and from this port has been very great. Up to the close of 1868 two of this Company's boats made monthly voyages between Baltimore and Bremen, *via* Southampton, carrying full cargoes and large numbers of passengers both ways. This Company have now afloat two additional steamers on the same line, each of 2,500 tons burthen, and henceforth regular fortnightly voyages will be performed. Independently of this line, the Baltimore and Ohio Railway Company regularly run three steamers, of an aggregate burthen of 4,200 tons, between this port and Liverpool. Again, the lines of communication with the Southern States are kept up by numerous steamers plying between Baltimore and Richmond and Portsmouth, in Virginia; Wilmington, North Carolina; Savannah, Georgia; Key West, Florida, and elsewhere. Thus the city offers numerous advantages to trade, commerce, and emigration, as the steam communication is admirably connected with the lines of railways, and consequently merchandise and emigrants are transported with great facilities and economy to and from all parts of this continent, Europe, and elsewhere.

The Harbour.—In addition to the natural advantages of the harbour of Baltimore, the Legislature of the State makes annual appropriations, with a view to its improvement,—as deepening, cleaning, &c., the city further expends large amounts of money for similar purposes. The

appropriations for the year 1868 in this respect was 37,525 dollars, principally expended on the extension of the docks. Both these and the wharves are sufficiently ample for the present extent of shipping at this port, but it is now contemplated to remove a block of buildings at the very terminus of the harbour, and improve the site with fine wharves and stone quays, especially to accommodate the increasing European steam shipping. Marine railways have also been built for the accommodation of commerce and shipping.

Port Charges, Pilotage, &c., are the same as indicated in my last Report.

Lighthouses.—No changes of importance have taken place during the year. All the shoals and places considered dangerous in the Chesapeake Bay, and at the mouth of the harbour, are well lighted and easily recognisable, enabling an ordinarily instructed shipmaster to take his vessel to port without casualty.

Ship-building.—With the increase of the commerce of Baltimore this trade has declined, and it is quite natural that it should, considering the immense taxation on every article required for it, amounting to nearly 10 dollars per ton burthen. Recently such taxation has been still more augmented by the issue of the new Copper Law. By the old Law the duty on a ton of copper containing 25 per cent. of pure copper was 3 dollars 75 cents; now the duty is 17 dollars 64 cents, an increase so great that it amounts almost to prohibition of the use of foreign ore.

Baltimore, offering as it does, great facilities for ship-building, and the vessels built here being considered first-class, there can be no doubt that, were these obnoxious taxes and imposts repealed, the trade would materially increase and prove very remunerative.

TRADE AND COMMERCE.

The trade and commerce of Baltimore, both domestic and foreign, shows a large increase over late years. The present, comparatively speaking, quiet state of the country, the adjustment of the civil strife and local difficulties that so lately convulsed the States, and the recent renewal of the privileges of a people, who were cut off from the commerce of Baltimore for a long period, has influenced trade and commerce to an almost unexpected extent. In spite of the impoverishment of some of the Southern States, it cannot be denied that they have employed great energy in successfully re-establishing their former trade with this port, and there is every reason to believe that it has been legitimate, and proved remunerative. When some of these States shall have established more settled local governments, there can be no doubt that a rapid development of trade with Baltimore will be the result. In foreign trade the imports from the West Indies increased very considerably; this branch of trade with Great Britain and Europe in general did not augment to the same extent. The exports of cotton and petroleum to Europe, especially to Great Britain, were more than doubled, whilst that of tobacco, chiefly to the continent of Europe, decreased.

In the following statistical tables the quotations of value, with reference to imports, are in gold, while the value of exports is calculated in United States' currency. The constant fluctuations in premium on gold has made it impracticable to reduce the different quotations into sterling money; but the subjoined Table will serve as a guide to show the periodical changes in the value of gold, and for general purposes the dollar may be quoted at 3s. :—

COMPARATIVE Statement of the Premium on Gold for the last Four Years.

Month.	1868.	1867.	1866.	1865.
January 1st.. .. .	142	137 $\frac{7}{8}$	143	201
April 1st	140 $\frac{1}{4}$	141 $\frac{7}{8}$	127 $\frac{3}{4}$	144
July 1st	145 $\frac{1}{4}$	140 $\frac{3}{4}$	154	138
October 1st.. .. .	141 $\frac{1}{8}$	145 $\frac{5}{8}$	148 $\frac{7}{8}$	144

VALUE of Imports to, and Exports from, Baltimore during the last Five Years.

Years.	Imports (Gold).	Exports (Currency).
	\$	\$
1864.. .. .	6,076,299	12,862,448
1865.. .. .	6,211,257	9,614,055
1866.. .. .	9,979,529	11,073,336
1867.. .. .	12,042,874	12,263,617
1868.. .. .	13,577,542	14,950,022

The above increase shows a favourable result of trade, especially when it is taken into consideration how small were the crops of Maryland and Ohio.

Tobacco (shipped during 1868).—Notwithstanding the perceptible decrease in tobacco exports, the enlarged shipments of cotton, flour, petroleum, bark, &c., have given general satisfaction and evidence of the increasing commercial importance of Baltimore.

Sugar, Molasses, Fruit, Fish, and Iron composed the articles of the increase in imports; and this is made evident by the amount of duties collected mainly upon the above-named merchandise for the last four years :—

	\$	cts.
1865	2,983,303	23 (gold)
1866	4,665,064	35 "
1867	5,798,820	85 "
1868	6,217,496	41 "

The following observations and explanatory tables will, to some extent, illustrate the importance of the commerce and trade of Baltimore.

Cotton.—With the gradually subsiding political excitement of the Southern States, and with their reconciliation to reconstruction, this State is daily assuming its wonted commerce in this great staple; in fact, since the close of the war, which completely ruined the Maryland cotton market, this trade has been steadily increasing. Baltimore being the nearest Atlantic market to a large section of cotton-growing districts, and possessing great facilities for transport, there can be no doubt but that it will become a very important cotton market, more especially as political sympathies with the South will draw a considerable portion of the trade to this city. It was expected that the great freshet which, in July last, partially inundated the city and vicinity, including the most important manufacturing districts, would materially have affected the manufacture of this article here; but it proved that 35,000 bales were taken for local consumption against about the same quantity in 1867, although the destruction of one factory and damage to others caused suspension of work for a considerable period.

RECEIPTS of Cotton at Baltimore during the last Three Years.

From						1866.	1867.	1868.
						Bales.	Bales.	Bales.
New Orleans	..	..	..	..	..	852	781	653
Mobile	..	..	..	..	..	203	230	..
Charleston	..	..	..	..	..	4,376	11,499	17,782
Savannah	..	..	..	..	..	10,012	8,744	14,963
Apalachicola	..	..	..	..	..	639	..	188
Virginia and North Carolina	..	..	..	..	..	14,894	25,519	39,948
By Baltimore and Ohio Railroad, from various sections	..	..	..	..	..	1,803	18,267	17,754
By Northern Central Railroad, from various sections	..	..	..	..	..	721	700	1,948
Total	..	..	..	..	..	33,580	66,710	93,233

The exports to foreign markets, principally to Liverpool, were:—

In 1865	..	..	..	..	..	965 bales.
„ 1866	..	..	..	..	..	7,479 „
„ 1867	..	..	..	..	..	8,620 „
„ 1868	..	..	..	..	..	22,196 „

The ranging prices of cotton during 1868 have given much more satisfaction and encouragement to planters than those of 1867.

PRICES of Cotton on the First of each Month during the last Three Years.

Month.						1868.	1867.	1866.
						Ordinary to Middling.	Ordinary to Middling.	Ordinary to Middling.
						Per Pound.	Per Pound.	Per Pound.
January	1st	..	..	..	..	13 to 15½	30 to 34	43 to 50
February	„	..	..	..	..	17½ „ 20½	29 „ 32½	38 „ 44
March	„	..	..	..	..	22 „ 24½	25 „ 29½	33 „ 40
April	„	..	..	..	..	27½ „ 31	24 „ 27½	30 „ 36
May	„	..	..	..	..	28 „ 31	23 „ 27	26 „ 34
June	„	..	..	..	..	27½ „ 30½	23 „ 26	24 „ 40
July	„	..	..	..	..	29 „ 32	21 „ 25	28 „ 37
August	„	..	..	..	..	26 „ 29	23½ „ 28	26 „ 34
September	„	..	..	..	..	25 „ 28	20½ „ 25	25 „ 33
October	„	..	..	..	..	22 „ 25	15 „ 18	33 „ 40
November	„	..	..	..	..	21½ „ 23½	15½ „ 18	28 „ 34
December	„	..	..	..	..	22 „ 24½	12½ „ 15½	28 „ 34

The capital employed in cotton factories, principally situated in and near Baltimore, and in number 20, is estimated at 4,000,000 dollars, the operatives numbering about 5,000, of whom about 3,500 are females.

Coffee.—The imports of this article increased somewhat in 1868, compared with those of the previous year. Merchants of the Western States will, no doubt, discover the advantages and facilities which the Baltimore coffee market undoubtedly can offer them, and probably self interest will induce them to avail themselves more freely of them. Meanwhile the trade in this article was rather dull in 1868, and the stocks on hand during the whole season were large.

IMPORTS of Coffee at Baltimore for the past Four Years.

From	1868.	1867.	1866.	1865.
	Bags.	Bags.	Bags.	Bags.
Rio Janeiro.. .. .	263,632	266,926	160,487	86,725
Laguayra and Port Cabello	..	1,220	2,761	..
Other Ports.. .. .	1,335	581	1,477	1,540
Coastwise	7,688	21,051	16,145	12,219
Total	272,655	289,778	180,870	100,484

Stock on Hand and Prices of Coffee in Gold on the First of each Month for the last Three Years.

Month.	Stock, 1868.	1868.	1867.	1866.
		Per Pound.	Per Pound.	Per Pound.
January	25,000	14½ to 17½	17 to 18½	18½ to 21
February	22,216	13 " 17½	15½ " 18½	19½ " 21½
March	30,000	13½ " 17½	16 " 19½	18 " 21½
April	20,500	14 " 17½	16½ " 19½	18 " 21
May	32,000	14 " 18	16½ " 19½	17 " 20½
June	52,500	13 " 17½	15½ " 19	17 " 20½
July	57,000	13 " 17½	14½ " 18½	16 " 19½
August	54,250	12¾ " 17½	15½ " 18½	16 " 19½
September	43,000	13 " 17½	15½ " 18½	16 " 20
October	34,600	13 " 17½	14 " 18½	17 " 19½
November	31,300	12¾ " 17½	12½ " 17½	17 " 19½
December	32,450	13 " 17½	12½ " 17½	17 " 19

Copper.—Though Baltimore is the best adapted city of the States for smelting purposes, by reason of the superiority of the Cumberland coal, yet the trade does not seem to flourish, which is, in a great measure, owing to the fact of an excessive duty levied upon this metal. Formerly the duty on the ore was 5 per cent. *ad valorem*, whilst at present it is 3 cents per lb. on the pure copper in carbonate, or sulphur ore; 4 cents per lb. on the pure copper in regular ore; 4 cents per lb. on old copper; 5 cents per lb. on bars or ingots; 45 per cent. *ad valorem* on manufactured copper in all forms fit for use. The difference in the duty paid now on a ton of copper ore containing 25 per cent. of pure metal, costing abroad say 75 dollars, is as follows:—

					\$	cts.
Present duty	..	..	..	..	17	64
Old tariff	..	..	..	..	3	75
Difference	..	..	..	..	\$13	89 per ton.

which so much increases the cost to smelters as almost to prevent the use of foreign ore. This excessive tariff was passed by Congress despite the Presidential veto. Of the two copper works established in this city, one only is kept at work.

This factory, however, turns out as much material as did both whilst the other was at work. It has in full operation 17 reverberatory, six calcining, and two refining furnaces, employing some 140 hands, mostly Welshmen, their wages varying from 1 dollar 50 cents to 4 dollars per day. About 1,000,000 dollars capital is invested in the trade. The factory turns out chiefly ingot, cake, and bars for wire. Three-quarters of the raw material is obtained from Canada, California, Vermont, North Carolina, Virginia, and Maryland, and one quarter comes from Chili. The California mines of late have been better worked, and it is expected

that imports from that State will soon compete favourably with Chili. Though Baltimore does not exhibit an increase, either of capital or material, in the manufacture of copper, yet the Company at work here produces more than all the other Companies on the Atlantic coast jointly. Some 28,000 tons per annum, of Cumberland coal, are used in these works, whose metal chiefly finds a market in New York, whence much of it is shipped to Europe.

The following Table will show the prices per lb. of the refined ingot copper on the 1st of each month during the year 1868:—

Date.					Price.
					Cents.
January	1st	..	..	..	22 $\frac{7}{8}$ to 23
February	"	..	..	..	23 $\frac{1}{4}$ " —
March	"	..	..	..	23 $\frac{1}{4}$ " 23 $\frac{1}{2}$
April	"	..	..	..	22 $\frac{5}{8}$ " 22 $\frac{3}{4}$
May	"	..	..	..	23 " 23 $\frac{1}{4}$
June	"	..	..	..	23 " —
July	"	..	..	..	23 $\frac{1}{8}$ " 23 $\frac{1}{4}$
August	"	..	..	..	23 $\frac{3}{4}$ " —
September	"	..	..	..	23 $\frac{3}{4}$ " —
October	"	..	..	..	23 $\frac{1}{2}$ " 23 $\frac{3}{4}$
November	"	..	..	..	22 $\frac{1}{4}$ " 22 $\frac{1}{2}$
December	"	..	..	..	24 $\frac{1}{4}$ " 24 $\frac{1}{2}$

Fish.—The failure of the catch of mackerel in 1868 decreased the receipts, as indicated by the annexed Table.

IMPORTS and Receipts of Fish for 1868, compared with Five previous Years.

				Mackerel.	Herrings.
				Barrels.	Barrels.
British Provinces	..	..	..	506	16,738
New England	..	..	..	11,785	12,348
Southern	..	..	..	..	8,000
Total, 1868..	..	..	..	12,291	37,086
" 1867..	..	..	..	12,474	33,930
" 1866..	..	..	..	25,985	48,807
" 1865..	..	..	..	42,007	51,672
" 1864..	..	..	..	31,106	26,806

The repeal of the Reciprocity Treaty between the British North American Provinces and the United States, and the heavy duty (1 dollar, gold, per barrel on herrings, and 2 dollars, gold, per barral on mackerel) continued to injure the trade. With the renewal of the old Treaty, or by the adoption of a similar Treaty, this market, as well as Canada, would no doubt be materially benefited. Labrador herring, early in the season, were sold by the cargo at 9 dollars to 9 dollars 50 cents per barrel; and with the increase of receipts, towards the close of the year, the market became duller, and cargoes brought but 8 dollars to 8 dollars 50 cents per barrel. The shipment of herring and shad to this port from the South was in 1868 much smaller than in the previous year, owing to the catch proving very short. The first receipts of shad from North Carolina sold at 12 dollars and 13 dollars per barrel, subsequently advancing to 14 dollars. The first receipts of North Carolina herring, about the middle of April, brought 7 dollars 75 cents and 8 dollars.

PRICES of Mackerel at Baltimore on the 1st of each Month for the Year 1868, per Barrel.

Month.				No. 1. Shore and Bay.		No. 2. Bay and Shore.		No. 3. Large.	
				\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
January	1st	..	..	16 50	to 17 50	12 50	to 13 00	10 50	to 11 00
February	"	..	..	15 00	17 50	12 50	13 50	10 75	11 25
March	"	..	..	15 50	19 50	13 50	15 00	11 00	12 00
April	"	..	..	18 00	22 00	15 00	16 00	12 00	12 50
May	"	..	..	18 00	22 00	15 00	16 00	11 75	12 50
June	"	..	..	20 00	24 00	15 50	17 50	13 50	14 50
July	"	..	..	20 00	24 00	15 00	16 00	—	—
August	"	..	..	20 00	24 00	16 00	—	10 50	10 75
September	"	..	..	22 00	23 00	15 00	16 00	12 00	—
October	"	..	..	17 00	22 00	13 00	14 00	12 00	12 50
November	"	..	..	16 50	22 00	13 50	14 00	12 00	12 25
December	"	..	..	20 00	25 00	16 00	17 50	12 50	13 50

Flour.—This article of commerce was most visibly affected by the inundation of last July, which proved very destructive to mill property in the city and vicinity, which, if it did not render many mills useless, at least suspended grinding for some weeks, just as the harvest season opened, thus affecting the best time of the year, and accounting for the small increase of production in 1868 over 1867.

Owing to the large receipts of Western brands, which caused great competition, prices were low, the quotations varied from 1 dollar 50 cents to 8 dollars per barrel below those of 1867. The aggregate inspections (*i.e.*, examination before sale) for 1868 were 888,410 barrels against 714,760 in 1867, an increase of 173,650 barrels, of which excess 122,272 were Western, 41,411 Family, and the remaining 9,967 Howard-street and City Mills.

There were 246,446 barrels exported during the year thus:—

	Barrels.
To Great Britain	7,740
„ Hanse Towns.. .. .	20
„ Holland	3
„ Brazil.. .. .	103,540
„ British North American Colonies	32,025
„ West Indies	101,800
„ Other Ports	1,318
Total	246,446

PRICES of Flour on the 1st of each Month during the Year 1868.

Date.				Howard Street Super. Per Barrel.		Western Extra. Per Barrel.		City Ship. Per Barrel.	Mills Extra. Per Barrel.
				\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
January	..	..	..	9 50	to 10 00	10 00	to 11 50	11 50	to 12 00
February	..	..	..	9 50	9 75	10 00	11 50	12 00	12 25
March	..	..	..	9 50	10 00	10 00	11 50	12 25	12 50
April	..	..	..	9 50	10 50	10 50	11 50	12 50	13 00
May	..	..	..	10 50	11 25	11 75	13 00	13 00	13 50
June	..	..	..	9 50	9 75	11 00	11 75	13 00	13 25
July	..	..	..	8 50	9 00	10 50	11 25	12 25	12 75
August	..	..	..	8 50	9 00	9 00	10 50	12 00	12 50
September	..	..	..	9 00	9 50	9 75	11 00	12 00	12 25
October	..	..	..	7 50	8 50	9 25	10 50	11 00	11 50
November	..	..	..	6 75	7 50	8 00	9 50	10 50	10 75
December	..	..	..	6 50	7 00	7 75	9 50	10 25	10 50

Grain.—The quantity of grain received during 1868 was materially less than that of 1867, owing to the Indian corn crop proving short in this State. This, however, did not affect wheat or the manufacture of flour. The receipts of all kinds of grain for the year presented an aggregate of 7,793,508 bushels against 9,155,105 bushels in 1867, a decrease of some 1,361,597 bushels; and whilst in wheat there was an increase of 401,197 bushels, there was a decrease in Indian corn of 1,484,489 bushels, and in oats 389,274 bushels. On the arrival of the new corn crop the old was entirely exhausted, which caused the prices rapidly to advance until the close of the year, when they declined considerably.

Wheat maintained high prices for the first half of the year, the receipts amounting to but little over half a million of bushels. The highest price was paid in May, when red sold at 2 dollars 75 cents to 3 dollars 15 cents per bushel, and even then the article was scarce. With the prospect of a good crop in June, those high prices began to fall, and with the commencement of the new crop in July they receded rapidly, and in August were quoted at 2 dollars to 2 dollars 45 cents. From August until the close of the year the prices ruled very low, and a heavy loss fell upon the producers in consequence of the unmerchable condition in which they had sent the wheat to market, being damp, unfitted for milling, and only finding speculators as buyers. The farmers of the eastern shore of Maryland have probably lost half a million of dollars by their neglect of proper housing, shedding, &c.

RECEIPTS of Grain at the Corn and Flour Exchange for the year 1868 and Four previous Years.

Year.	Wheat.	Corn.	Oats.	Rye.
	Bushels.	Bushels.	Bushels.	Bushels.
1868	2,293,799	4,117,264	1,146,175	136,270
1867	1,792,602	5,661,753	1,535,499	125,301
1866	1,359,604	4,479,033	1,333,510	73,494
1865	1,887,570	2,956,246	1,250,604	75,240
1864	1,960,092	2,286,003	946,710	55,518

Oats.—The supply in 1868 was about 389,274 bushels less than the previous year. The receipts for 1868 were but 1,146,175 bushels, and prices ruled high.

STATEMENT showing Receipts and Distribution of Wheat and Corn for the Year 1868.

WHEAT.	Bushels.	Bushels.
Receipts per Corn Exchange books, with 10 per cent. added to cover all lots not reported. . . . .	.. .. .	2,293,799
Stock on hand January 1st, 1868 .. .. .	.. .. .	158,187
Making total supply for 1868 .. .. .	.. .. .	2,451,986
Which was disposed of as follows:—		
Taken by City and neighbouring millers, estimated ..	2,200,000	
Stock in hands of millers, receivers, and speculators ..	251,986	
		2,451,986

CORN.					Bushels.	Bushels.
Receipts per Corn Exchange books, with 10 per cent. added to cover all lots not reported.. .. .						4,177,264
Which was disposed of as follows:—						
Foreign exportations.. .. .					600,450	
On ship-board (not cleared)					50,000	
Ground by city millers					270,000	
Taken by distillers					200,000	
Shipped coastwise to eastern ports					1,800,000	
For local consumption, and including stock on hand					1,256,814	
						4,177,264

Guano.—The importation during 1868 was only 15,887 tons against 40,000 tons in the preceding year. A heavy stock, especially of Peruvian guano, remained on hand at the close of 1867, and this, under a diminished demand, almost sufficed for the requirements of the trade during the past year. The imports were as follows:—

IMPORTS of Guano for 1867 and 1868.

Imported from		1867.	1868.
		Tons.	Tons.
Chincha Islands.. .. .		30,175	1,700
Bolivia		1,320	..
Navassa		9,083	4,661
Rodunda		750	4,334
Other Islands		2,820	4,192
Coastwise Ports		2,000	1,000
Total		46,148	15,887

The prevailing high price of 62 dollars 50 cents, gold, per ton for Peruvian guano almost precluded its use for ordinary purposes, and recourse was had to cheaper fertilizers, which have become very numerous.

AVERAGE prices of Guano and other Fertilizers during 1868.

Article.		Price per Ton.	
		\$	cts.
Peruvian		62	50 gold.
Orchilla and Rodunda		30	00 currency.
Zell's bone phosphate		60	00 "
Rhodes' standard manure		50	00 "
Ammonia phosphate		55	00 "
Super-phosphate of lime		56	00 "
Soluble Pacific guano		56	00 "
Flour of raw bone		60	00 "
Patapsco guano		60	00 "
Kettletwell's guano		70	00 "
Manipulated a a		70	00 "
" a		60	00 "
Ammoniated alkaline		55	00 "
Lister's super-phosphate		55	00 "
Pure bone.		45	00 "
Baltimore Company's fertilizer		40	00 "
Poudrette		45	00 "
Cereal and plant food		60	00 "
Ammonia-phosphate solution		50	00 "
Chesapeake ammoniated phosphate		60	00 "
Wilson's phosphate of lime		55	00 "
Andrew Coe's phosphate.		60	00 "
Bone dust (as to quantity and quality).. .. .		48	00 to 50 "

Hides.—There was a falling off in this trade, and owing to the comparative steadiness of prices, the demand and supply being nearly equal, there remained only a small stock on hand at the close of 1868.

Leather inspections since 1864:—

						Sides.
1864	..	..	..	..	..	261,257
1865	..	..	..	..	..	311,300
1866	..	..	..	..	..	318,726
1867	..	..	..	..	..	294,362
1868	..	..	..	..	..	292,500

Iron.—It is estimated that about 35,000 tons of iron were produced in 1868. The trade presented no new features, and the number of blast furnaces of Baltimore and vicinity was not increased. Prices remained generally steady throughout the year, and proved remunerating. At the close of the season a very slight stock remained on hand, the demand having kept up well with the supply.

Coal.—The trade in this staple during 1868, indicates a very marked increase with earlier years. With the repeal of the Reciprocity Treaty with the British provinces, a rapid development of the resources of the mines of Western Maryland and Virginia took place. The aggregate receipts at Baltimore from all points during the year amounted to 1,290,107 tons against 1,094,135 tons of 1867. The coastwise shipments of coal from the city are estimated at 350,000 tons, and foreign exports 10,700 tons, being little more than half the quantity of foreign exportations of 1867. The prices ruled steady at 5 dollars per ton, except at the time when the inundation stopped the supply for a short period, when it slightly increased.

RECEIPTS of Coal during 1867 and 1868.

	1867.	1868.
	Tons.	Tons.
From Cumberland and Piedmont ..	735,669	843,108
Gas coal from Virginia	111,854	168,660
Anthracite	146,612	173,329
Susquehanna and Tide Water Canal..	100,000	100,000
Total	1,094,135	1,290,107

Oysters and Canned Goods.—A very considerable trade has been carried on in the various articles under this heading. Oysters, more especially Maryland, enjoy a complete monopoly in the trade over all the other States. Baltimore being favourably situated, and close to the finest fisheries in the world, it is not to be wondered at that it should do so thriving a business. During the fishing season, from September to May, the wharves are thronged with small schooners (pongies) heavily laden with this commodity, whilst the bay presents a great deal more than usual scene of busle and activity. During the above mentioned period all the available small crafts of the harbour are employed in this trade. The number of opening, canning, and packing establishments of the city and vicinity now number about 80, 30 of which sprang into existence during the last two years; they employ some 8,000 hands of both sexes in the shucking, peeling, preserving, &c. From 10,000,000 to 12,000,000 bushels of oysters are annually brought to Baltimore, and of these about one-third are packed raw, the balance being hermetically sealed for exportation to the Western States and territories as well as to foreign countries.

The capital invested in this trade, in Baltimore and its vicinity, exceeds 20,000,000 dollars, the annual product being estimated at from 7,000,000 to 10,000,000 dollars. The extent to which this trade may be carried on seems almost unlimited, the oyster beds being supposed to cover millions of acres in the Chesapeake Bay and its tributaries; but the oysters are most abundant and of better flavour in water from 3 to 20 feet deep. The price per bushel varies according to season, quality, and stock. Oysters of the first class, bought for hotels, restaurants, and family use, may be said to average from 50 cents to 1 dollar per bushel. Those of the second class, or somewhat inferior, are usually bought up by packers, and are to be had for 25 cents, averaging about 30 cents per bushel the year round. The largest and fattest, esteemed the best article, are purchased by the cargo at 60 to 75 cents per bushel. On the eastern shore of Maryland and counties bordering on the bay, as well as in this city, the oyster is deemed and used as a common article of food. The State issues licenses for the taking of oysters from the natural beds, dredgers paying the sum of 3 dollars per ton per annum for the privilege of gathering them. Parties owning shore skirting the bay may, however, without license plant and use oysters as far out as low-water mark; but the State rarely interferes with aggressions opposite individual property. Small boats, such as canoes, batteaux, &c., are used for taking the oyster, by means of iron tongs worked by tongmen, and sloops of from 18 to 30 tons carry them to the city, whilst fore-and-aft schooners, say from 50 to 100 tons, carry them to New York, Boston, Philadelphia, &c. The number of vessels licensed for this trade is between 500 and 600 per annum; but despite the vigilance of the oyster police, a great deal of illegal fishing and trading is carried on.

Under the heading of canned goods may be included fruits and vegetables, such as peaches, tomatoes, corn, peas, lima beans, &c. The fruits are principally prepared with a dressing of sugar, whilst the vegetables usually yield substance enough of themselves to preclude the necessity of the addition of other compounds beyond the mere seasonings. The parings of fruit and vegetables are bought up by persons owning cattle, and it is said the animals thrive well upon the swill thus produced during the winter months.

Petroleum.—Under the heavy Government tax of 60 cents per gallon on this article, the business was more or less demoralized by many who sought to evade the law, and so well succeeded in their dishonest avocations, as actually to sell below the cost of refining. The repeal of this law in May last, however, restored the healthy tone to this business, and with the early completion of the Connellsville Railroad, Baltimore will be much nearer to Pittsburg and the Pennsylvania oil region than any other Atlantic port; and thus a considerable increase in this business may be looked for. Located in and around this city are some 18 refineries, capable of refining about 5,000 barrels of oil per week, but only half that quantity was produced in 1868, nevertheless 1,000,000 gallons were refined in excess of 1867.

The supply of crude oil, in 1868, amounted to some 5,500,000 gallons, all of which was taken by refiners, and netted 3,750,000 gallons refined oil. The receipts from the West amounted to about 1,000,000 gallons refined oil for export. The total supply may therefore be estimated at 4,750,000 gallons refined, of which 2,600,000 gallons were exported to foreign countries, leaving 2,150,000 gallons for local consumption. Stock on hand at the close of the year nominal. Every possible improvement as to dispatch, transit, and accommodation, has been introduced into this branch of trade; and there is every prospect of its becoming an important business. To avoid the baneful effect of fire in the vicinity of petroleum-

works, the building of refineries and warehouses for the storage of this fluid are discountenanced in the city; but, adjacent to Baltimore, six iron tanks are now being erected, each having the capacity of containing 3,000 barrels of the oil. Warehouses for the storage of 50,000 barrels, together together with cooper-shops, &c., are also being built in the same neighbourhood.

PROVISIONS.

Pork.—The receipts of this article, in 1868, exceeded those of 1867 by 10,000 tons. The number of hogs slaughtered and packed in this market was however very limited, the supply having come from the West. The foreign exports were chiefly to the West Indies, British America, and South America. Of bacon the quantity sent South was about 35,000 hogsheads, an increase over 1867 of 10,000 hogsheads. The prices of mess pork varied in 1868 from 23 dollars to 30 dollars 50 cents per barrel, and closed at the end of the year at 28 dollars. Bacon sold at prices varying from $11\frac{1}{2}$ cents to $17\frac{1}{4}$ cents per lb. for shoulders and sides. Closing prices were,—shoulders, $13\frac{1}{2}$ to $14\frac{1}{2}$ cents per lb.; ribs, $16\frac{1}{2}$ to $16\frac{3}{4}$ cents per lb.; clear-rib sides, 17 to $17\frac{1}{4}$ cents per lb.

Lard.—The prices varied from 13 to 19 cents per lb., closing at 18 cents.

EXPORTS of Provisions during the Years 1867 and 1868.

	1868.	1867.
Beef barrels	1,720	1,363
Pork "	5,674	5,216
Bacon.. .. boxes	80	21
" pounds	400,000	494,518
Lard kegs	38,240	45,392

Butter.—Estimated receipts of this article are given at 2,900,000 lbs., being an increase of some 200,000 lbs. over those of 1867. The prices of butter did not permit of much foreign export, which scarcely exceeded 100,000 lbs. For home consumption 2,300,000 lbs. were taken, whilst coastwise shipments amounted to about 250,000 lbs., leaving a stock on hand at the close of the year of about 250,000 lbs.

Salt.—The heavy Tariff (50 cents gold per sack, and 18 cents gold per cwt. bulk) is gradually causing native American salt to take the place of foreign, though it is not in such favour. This market has been trying hard to maintain its position as a distributing point, which it always was when foreign salt was largely imported; but the heavy tax not leaving sufficient remuneration to importers, the trade is gradually decreasing. The imports direct from Liverpool exhibit a slight decrease this year, compared with 1867.

IMPORTS and Receipts of Salt for the last Three Years.

	1868.	1867.	1866.
Liverpool sacks	135,790	148,452	193,059
Coastwise "	42,275	36,150	34,109
West Indies bushels	124,324	150,300	112,624
Cadiz.. .. "	11,000	..	..

Sugar.—A great increase took place in this trade in 1868. The aggregate receipts were 78,968 hogsheads and 46,833 boxes, against

50,814 hogsheads and 36,618 boxes in 1867, thus exceeding those of 1867 by 28,154 hogsheads and 10,215 boxes. Of the total quantity received, 74,573 hogsheads, 45,519 boxes, and 7,500 bags were taken for local consumption, whilst the residue was exported. The refining abilities of Baltimore being of late much increased, a great extension of the business in raw sugar is anticipated.

IMPORTS of Sugar in 1867 and 1868.

	1868.		1867.	
	Hhds.	Boxes.	Hhds.	Boxes.
Cuba	32,776	46,833	17,842	36,618
Porto Rico	31,647	..	20,963	..
English Islands	12,392	..	11,002	..
French Islands	1,640	..	781	..
Louisiana	513	..	226	..
Total	78,968	46,833	50,814	36,618

For the first half of the year the market stood firm, prices fairly remunerating owners; but during the latter portion of the year, and more especially towards its close, the prices declined somewhat, owing to a decrease in the demand for refined sugars, which caused refiners to cease operations.

The increase in number of new refineries, and the enlargement of the old, prove that the trade has been remunerative. The Maryland and Baltimore Companies can each refine 30,000,000 lbs. of sugar per annum, and a new Company is now erecting a large factory, which will be ready to commence operations in the course of a few months. To supply these establishments heavier imports of sugar and molasses will be required. In the commercial trade of Baltimore the refining interest is becoming a very promising one, and deserves all success for the energy shown and the large capital invested.

Tobacco.—The reduced business in this article in 1868 is readily accounted for by the failure of the crop of Maryland and Ohio tobacco. It will be seen from the following Tables that the stock in warehouses at the opening of the year was 8,506 hogsheads of leaf, that the total inspections (including 2,666 hogsheads re-inspected) was 37,959 hogsheads, making an aggregate of 46,465 hogsheads for the year 1868, leaving (after shipments and exportations) about 8,779 hogsheads still in the warehouses. This stock at the close of the year was thus held:—

Held by	Maryland.	Ohio Leaf and Scraps.	Kentucky, &c.
	Hhds.	Hhds.	Hhds.
First hands.. . . .	950	1,700	350
Speculators	700	900	479
Dealers and Manufacturers.	200	50	..
Shippers	1,600	1,850	..
Total	3,450	4,500	829

Besides the quantities named, some 5,000 hogsheads were received here in transit during the year. Of manufactured tobacco, the receipts

from Virginia and North Carolina were, in 1868, about 70,000 packages, against 60,265 packages in 1867. Though the increase was not material, it is nevertheless encouraging when the late duty of 40 cents per lb. on this article is considered, as also the competition with evaders of the impost. Since the reduction, in July last, from 40 cents to 32 cents per lb., however, this business has proved more satisfactory, the range of prices not permitting, or at least not sufficiently remunerating, the illicit traffic. The following statement will exhibit the inspections of this staple for the year, viz. :—

	Hhds.	Hhds.
Maryland	27,084	
Ohio	9,644	
Kentucky	1,019	
Virginia	220	
Missouri	12	
		37,959
Total		46,465

Shipments in 1868 of Maryland and Ohio.—

To England	2,109
„ Bremen	9,381
„ Rotterdam	5,632
„ Amsterdam	7,910
„ France	5,766
„ Spain	1,669
„ West Indies	216
„ Other Ports	117

Total Foreign Exports ..	32,800
Reinspected for year	2,666
Coastwise shipments and home consumption ..	2,220
	37,686

Leaving stock in warehouses Jan. 1st, 1869 .. 8,779

Stock of Tobacco in Warehouses at the beginning of 1868, Inspections and Shipments, and Stock on hand at the close of 1868.

State Tobacco Warehouses.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Total.
	Hhds.	Hhds.	Hhds.	Hhds.	Hhds.	Hhds.
Stock Jan. 1st, 1868 ..	2,133	1,658	1,291	1,222	2,202	8,506
Inspections for 1868 ..	8,590	6,927	7,762	5,784	8,896	37,959
Total	10,723	8,585	9,053	7,006	11,098	46,465
Shipments	9,693	7,648	7,591	5,418	7,836	37,686
Stock Jan. 1st, 1869 ..	1,030	937	1,462	1,588	3,762	8,779

EXPORTS of Tobacco for the last Five Years.

Years.	Bremen.	Rotterdam.	Amsterdam.	France.	All other Places.	Total.
	Hhds.	Hhds.	Hhds.	Hhds.	Hhds.	Hhds.
1868	9,381	5,632	7,910	5,766	4,111	32,800
1867	22,190	21,137	5,467	9,959	10,702	69,445
1866	15,205	15,198	4,192	6,320	9,403	52,663
1865	14,350	8,990	4,788	5,863	6,664	40,598
1864	15,686	12,287	4,940	7,459	4,660	45,052

INSPECTIONS of Tobacco for the last Five Years.

Years.				Maryland.	Ohio.	Kentucky and other kinds.	Total.
				Hhds.	Hhds.	Hhds.	Hhds.
1868	..	..	..	27,064	9,644	1,251	37,959
1867	..	..	..	41,337	21,505	905	63,747
1866	..	..	..	31,515	15,396	566	47,660
1865	..	..	..	25,479	21,961	3,077	43,952
1864	..	..	..	28,518	17,032	2,140	52,619

Whiskey.—The same facts that so demoralized the petroleum business destroyed honest trading in this article. At the time of the repeal of the heavy Government tax upon this spirit there remained, amongst the honestly-disposed dealers, nothing more than the mere shadows of a broken-up commerce. Whiskies from illicit distilleries were offered for sale at a much less cost than that of the tax alone, and to such an extent were those frauds carried on that the Government seemed utterly powerless to make any successful attempts to check them. The repeal therefore became eventually a necessity, and once more this trade has assumed something like its wonted vigour and value. The reduction in the tax in July last from 2 dollars to 60 cents per gallon, and the more stringent measures taken under the new law, has proved beneficial to the honest trader, whilst the revenue of the Government is greatly increased by it. During the past year the distilleries of this State have been small, and insufficient to keep the rectifiers in steady operation.

Wool.—In this article the receipts of last year were much the same as those of 1867, amounting to about 1,125,000 lbs. The medium and lower grades alone are manufactured here, owing to the fact that domestic manufacturers cannot compete, in the finer qualities, with foreign importations: hence the several large mills here are now only producing the coarser.

The moist soil of Maryland and adjacent States, with their excellent pasturage and mountain lands, are inducements of which farmers and stock-breeders are taking advantage to increase flocks and improve them, thus affording great encouragement to manufacturers.

Lumber.—In this article there has been done the largest business since 1862, when such vast quantities of lumber were used for barracks and stabling for the Army. The great facilities for shipment (rafting), and the quantity annually brought into requisition, make this a very extensive business. As heretofore, Baltimore is not indebted to the Pennsylvania pineries alone for this article, a large proportion of the receipts being from Southern ports.

Dry Goods (Manufactured Goods).—Of this business it is next to impossible to find any statistics worthy of credit. Baltimore is greatly dependent for supplies on New York, Philadelphia, Boston, and other seaboard cities. In the coarser grades of these goods, however, the State of Maryland is dependent on its own resources, there being in Baltimore and its vicinity some nineteen factories which worked 102,500 spindles, and consumed 36,925 bales of cotton, in 1868. The articles manufactured are chiefly cotton duck, drills, osnaburgs, and sheetings. These factories employ about 5,000 hands, and turn out products equal to any in the world. For the finer qualities of these goods Baltimore is dependent upon importations from England, France, and Germany.

Banks.—These institutions, confining themselves as they do to strictly

banking business, without outside speculations or risks, maintain a good credit, but their capital is inadequate for the business at their disposal. There are now in this city some twenty-two of these establishments, with an aggregate capital of about 15,000,000 dollars, of which three are savings' banks, with deposits of some 9,000,000 dollars.

Discount.—Bankers usually charged 6 to 7 per cent. on good bills, whilst brokers ranged higher both on bills and loans, for the latter of which bankers generally demanded from 6 to 8½ per cent.

MONTHLY STATEMENT of the Rate of Exchange on London, at Sixty Days' Sight, for 1868.

Month.	Highest.	Lowest.
January	109¾	109¼
February	109½	109¼
March	109½	109¼
April	110	109¼
May	110	109½
June	110	110
July	110¼	110
August	110½	109½
September	109	108½
October	109½	108½
November	109½	109¼
December	109½	109

Population, Buildings, &c.—The last census of the city, taken in November 1868, shows a population of 352,136, against 212,000 in 1860. Of this number 303,761 are white, leaving 48,375 coloured, of both sexes and all ages. The same census indicates 44,988 houses, exclusive of public buildings. The number of warehouses, exclusive of stores, shops, offices, &c., is very considerable.

Wages, Rates of Living, &c.—The high rates of wages in a great measure meet the present high rate of living. This country is labouring under an enormous debt, which is striven to be liquidated by heavy taxes on articles which, being the most required, pay the largest revenue. The value of property and the rents of houses in the city still continue very high.

TABLE of Wages, fairly representing what is paid to Mechanics and others.

Without Board.

	from	to	\$ cts.	\$ cts.	
Bricklayers,	..	4 50	to	5 00	per day (the latter contract).
Blacksmiths, Carpenters, &c.,	..	2 50	to	3 00	"
Factory hands (males),	..	2 50	to	3 00	"
" (females),	..	0 75	to	1 25	"
Ironfounders, Machinists, &c.,	..	2 00	to	3 00	"
Plasterers,	..	3 50	to	4 00	" (latter contract work)
Painters,	..	2 50	to	3 00	"
Railroad men,	..	30 00	to	50 00	per month. "

With Board.

Chambermaids.	from	..	10 00	to	13 00	"
Female cooks,	"	..	12 00	to	15 00	"
Female upper servants,	"	..	10 00	to	18 00	"
Male boy servants,	"	..	10 00	to	18 00	"
Male servants,	"	..	20 00	to	35 00	"

Emigration to Baltimore is not as satisfactory as could be wished. Statistics of emigration show that during 1868, 15,000 passengers arrived here from European ports, and that about 17 per cent. only remained in the State, thus only creating an addition to the population of from 2,000 to 5,000. As a general rule, these emigrants do not settle in the city, but repair to the outskirts or to the adjoining country. They do much towards the general development of the resources of the State by engaging principally in agricultural pursuits.

Public Works, &c.—The most important public works now under construction are the building of railroads, viz.,—the Pittsburg and Connellsville, connecting with the Baltimore and Ohio; the Baltimore and Potomac, the Western Maryland, and the Union, besides new branches in connection with the Baltimore and Ohio Railroad. All these roads will prove of the greatest benefit to the trade of Baltimore. Besides these it is contemplated to construct another railroad from this city to Washington.

Numerous churches and many public buildings and private dwellings were erected last year, to meet the demand of a rapidly increasing population.

A grand scheme for diverting the bed of Jones' Falls (a stream which divides the city into eastern and western sections) is at present occupying the attention not only of the city officials and engineers, but that of many of the leading civil engineers of the country. It was the overflow of this stream that inundated the city, and caused great destruction to human life and property, in July last. At present propositions from all quarters are being entertained as to the best means of remedying the great evil. Some propose that the course of the stream be altered so as to take it around the city, instead of running *through* it as at present; others are for cutting away the curves and points, and thus diminish the impetuosity of its course when swollen; others are for widening the bed, and instead of having dwelling houses on either side, to have public boulevards. No definite conclusion has, however, as yet been come to, either as to the abolition or modification of this great nuisance, except a city appropriation for the deepening and cleaning of the bed, in anticipation of coming freshets next summer. The danger of another city-flooding is a great deal more apparent now, from the fact that all the barriers that had heretofore restrained the heavy floods beyond the city have been washed away, leaving a clear course for the torrents from the more hilly districts of the State.

The City Commissioner's Report for the year 1868 shows an expenditure of 268,511 dollars in city improvements, and submits, as an estimate of the requirements of the year 1869, the sum of 143,987 dollars.

Finances.—The Report of the city finances by the Register, as submitted at the close of the fiscal year 1868, were shown to be—

		\$	cts.	\$	cts.
Bonded and guaranteed debt				24,947,985	49
Assets:—					
Stock in railroads, canals, &c.		8,909,774	74		
Sinking fund		4,834,985	93		
Real estate		45,000	00		
Mortgages, &c.		8,040,149	00		
Cash in bank		187,349	88		
				22,017,259	55
Balance to be provided for				2,930,725	94

General Remarks.—The Legislature of the State of Maryland has not

passed any trade Acts of importance during the year 1868 ; but a great deal of attention has been paid by the Legislature, as well as by the local authorities, to the cattle disease, which, by importation of cattle from Texas to the Western States, raged in those and adjacent States to a fearful extent during the summer of last year ; and but for the great care and attention bestowed on the subject, would probably have visited this State as well. Fortunately, however, it did not make its appearance here. The authorities have recently appointed two veterinary surgeons to watch over and report on this plague ; and as the cattle trade in Maryland is a very important one, the precaution was as necessary as it is judicious.

Baltimore, April 19, 1869.

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AUSTRIA.

RAGUSA.

Report by Mr. Consul Paton, on the Trade and Commerce of Ragusa during the Year 1868.

THE year 1868 is shown by the returns to be the year of the lowest declension of the for some time back declining trade of Ragusa. Yet various circumstances appear to me to indicate that the worst is past, and that a permanent, although perhaps very gradual, improvement may be counted on for the future.

First, late in autumn there was a good medium olive crop after several years of failure.

Second, after many delays the road to Trebinje has been actually begun, and when completed will place Ragusa in communication by carriage road with the remote parts of the Herzegovina.

Third, by the great (and perhaps too sudden) extension of the banking system of the monarchy, Dalmatia has some prospect of an institution of this description to take the place of her present ruinous usurers.

Fourth, although no change has taken place in the Customs duties of Dalmatia, there can be no doubt that the introduction of free trade into the central area of the empire, by the recent reciprocally advantageous Treaty, must react on this province, which depends so much on navigation, and of the population, of which so large a portion is seafaring; so that along all the coast of Dalmatia the greater part of the capital of persons in easy circumstances has been earned in the carrying trade of Trieste and Fiume.

Value of the total foreign imports into and exports from Ragusa-Gravosa during the last five years, in British money:—

Years.					Imports.	Exports.
					£	£
1864	..	..	..	..	41,741	4,273
1865	..	..	..	..	24,089	3,516
1866	..	..	..	..	27,936	2,116
1867	..	..	..	..	50,459	2,018
1868	..	..	..	..	21,447	2,573

The value of British imports into Ragusa-Gravosa during the last five years have been—

						£
1864..	..	..	..	..	..	8,674
1865..	..	..	..	..	..	6,195
1866..	..	..	..	..	..	9,386
1867..	..	..	..	..	..	7,515
1868..	..	..	..	..	..	3,211

There was in 1868 a fall off in the import of British coal as compared with former years, caused by the import of an inferior Istrian coal, which, from the manner in which it dirties and chokes up the furnaces, is used mixed up with Newcastle and Cardiff coal. The Lloyds steamers that are on the Constantinople and Alexandria line continue to consume English coal, which they generally lay in at Corfu, where the price is lower than at Trieste. Some persons anticipate that the import of English coal into Dalmatia would cease entirely if the railway line from Bures to Spalato be selected, as it would open up the Fünf Kirchen coal field with coals at 5s. per ton at the pit mouth, 36s. per ton being the price of Cardiff coal in the Upper Adriatic.

Port of Gravosa.

Gross Value of Imports from, and Exports to, Foreign Countries in 1868.

Countries.	Imports.	Exports.
	Florins.	Florins.
Britain	32,119	..
Malta	18	..
Italy	5,425	1,531
Turkey.. . . .	4,132	8,898
Total	41,694	10,409
In British money .. .	£4,169 2	£1,040 18

Port of Ragusa.

Gross Value of Imports from, and Exports to, Foreign Countries in 1868.

Countries.	Imports.	Exports.
	Florins.	Florins.
Italy	46,045	8,845
Turkey	125,638	6,490
Greece.. . . .	1,100	..
Total	172,783	15,335
In British money. .. .	£17,278	£1,533 10

Of the above gross values the following are the principal articles imported and exported in British money :—

Port of Gravosa.

IMPORTS.

From Britain :—	£
Coals	2,956
Brass manufactures .. .	216
From Turkey :—	
Wool	166
Indian corn	102

EXPORTS.

To Turkey :—						£
Iron manufactures	..	..	..	..	..	430
Blankets	..	..	..	..	..	220

Port of Ragusa.

IMPORTS.

From Turkey :—						£
Wheat	..	..	..	..	..	6,059
Indian corn	..	..	..	..	..	2,143
Barley	..	..	..	..	..	3,841
From Italy :—						
Bricks	..	..	..	..	..	2,190
Soap	..	..	..	..	..	1,356
Stoneware	..	..	..	..	..	782
Barley	..	..	..	..	..	645
Fresh fruits	..	..	..	..	..	253

EXPORTS.

To Turkey :—						
Rice	..	..	..	..	..	455
To Italy :—						
Sheep and goats	..	..	..	..	..	482

Value of imports from, and exports to, the coasts of Austria, Hungary, outside the Dalmatian Customs dues, in British money :—

Port of Ragusa.

		Imports.	Exports.*
		£	
Austrian Coast	.. ..	52,811	
Hungarian Coast	.. ..	7,625	
Total	.. ..	60,436	

* Not given; the export ledger missing from Post Office.

Port of Gravosa.

		Imports.	Exports.
		£	£
Austrian Coast.	.. ..	132,441	51,395
Hungarian Coast	.. ..	6,076	1,036
Total	.. ..	138,517	52,431

The principle articles of the above and their values were in British money.

Imports at Gravosa.		Exports from Gravosa.	
Articles.	Value.	Articles.	Value.
	£		£
Manufactured tobacco	.. 46,030	Olive oil	 16,400
Cotton cloths	 44,010	Salted meat	 9,786
Woollen cloths	 13,760	Cattle and sheep	 4,770
Coal.	 2,785	Tallow	 4,332
Hides and skins	 2,269	..	.. ..

Imports at Ragusa.		Exports from Ragusa.	
Articles.	Value.	Articles.	Value.
	£		£
Wheat flour.. .. .	16,712	Olive oil	3,214
Indian corn.. .. .	5,540	Tallow	1,170
Rice.. .. .	4,809		
Coffee	3,974		

NAVIGATION.

In 1868 the Italian flag had almost the monopoly of the foreign shipping in the port of Gravosa.

Port of Gravosa.

Flags.	Entered.		Cleared.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Greek and Ottoman ..	2	108	2	208
Italian	26	1,341	28	1,457
Total	28	1,549	30	1,665

Port of Ragusa.

Flags.	Entered.		Cleared.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Turkish	12	677	7	415
Italian	6	197	1	27
Greek	2	85	..	..
Total	20	959	8	442

Foreign steamers at Gravosa:—Entered and cleared, 1 Russian steamer, of 33 tons, and 1 Turkish of 36 tons.

British shipping in Ragusa and Gravosa.—Nil.

There is a shipping company at Orebich, in the peninsula of Labioncello, which with eight vessels has done so well as to divide 16 per cent. Encouraged by this example a company has been formed at Ragusa for building vessels in the port of Gravosa, and also for operations in the carrying trade. From the excellence of the port of Gravosa, from the abundance of room, and from the neighbourhood of the forests of the Herzegovina and Curzola, it is considered that there are means of a revival of a branch of business in which this place was formerly one of

the most eminent on the shores of the Adriatic. All along the coast the greater part of the capital of persons in easy circumstances has been earned in the carrying trade of Trieste and Fiume, and Ragusan sailors are to be found in every part of the world. Some years ago hands were wanted for a British vessel in Gravosa, and to my agreeable surprise four clean able-bodied seamen were got from the neighbouring villages, all of whom could speak English.

AGRICULTURE.

I have characterised last year's olive crop as a good average one, but after so many bad years the real condition of the agriculturist is not much improved. Even with regard to last year's crop, oil has fallen from 55*s.* to 44*s.* per barrel, and yet land sells beyond its real value as a remunerative investment, from the number of persons who return from the countries beyond seas with small competencies.

Banking.—The abolition of the usury loans and of protective duties, as well as a series of important ameliorations in the spheres of economy and jurisprudence, during the last three or four years, may have been of tardy advent; but at length it may be said that the antiquated Austria no longer exists, and the abolition of imprisonment for debt last year was the most recent of these reforms. But Dalmatia is still in the hands of the old usurers, and the present want of the province is a respectable banking institution with branches in the principal towns. The trade of Dalmatia comes from Trieste and goes to Trieste, but it is to Vienna rather than to Trieste that the province under present circumstances looks for the establishment of such an institution.

Up to the foundation of the Anglo-Austrian Bank in Vienna, joint-stock institutions of credit in the Austrian empire had not been marked by much enterprise. The National Bank and the various discount companies conducted their affairs with caution, but from a certain lethargy they do not seem to have come up to the requirements of so magnificent and only partially developed a territory such as that of Austrian Hungary. The "Credit-Anstalt" was certainly more enterprising, but until lately it was not prosperous, notwithstanding its large command of paid up capital, because it went out of the proper sphere of banking into that of merchandise, in which it was sure to be beaten by the lynx-eyed private merchant; but it appears to be now confined to its own proper sphere of an institution of credit and gigantic investment, apart from purely mercantile fluctuations, and in the enjoyment of prosperity. The characteristic of the first private bank of Vienna was immobility; it was not a machine for the requirements of the money market, but a huge financial estate for *usufruct*, and subsisted by the mass of successfully accumulated capital, and the prestige of a credit which no crisis could shake.

The Anglo-Austrian Bank certainly began a new era in the money market of the empire. Introducing the modern and most improved expedients to facilitate the business of customers; turning over a moderate capital with frequency and agility, and at the same time ruled by the cautious and balancing judgment of experienced directors, it is not surprising that it settled firmly into the place left vacant by the tortoise-paced routine of the National Bank, the anti-economic aberrations of the "Credit-Anstalt," and the relative immobility of respectable private institutions.

The great and well merited success of the Anglo-Austrian Bank has called forth the foundation of others with large nominal capital. Before its establishment the institutions of credit were not by any means equal to the requirements of the empire. The error seems now to lie in the

opposite direction, and with every desire to see a development of prosperity in Austria, yet 40,000,000*l.* sterling subscribed to new joint-stock companies in Vienna in the course of a few months is a circumstance that recalls unpleasant recollections of England in 1825-6. All the Greek houses in Ragusa have in the beginning of this year (1869) realized what they had in Vienna apprehensive of a reaction.

But I anticipate permanent good to this province out of a passing evil, the new institutions will be compelled to seek business in the provinces, and a branch of one of them in Dalmatia would be a public boon in this land of griping small money lenders.

PUBLIC WORKS.

The Trebinje-Ragusa road has been actually begun by the Turks, and the Austrian budget devotes 29,000 *fl.* to the small portion of road from Ragusa to the Turkish frontier, and from Lign to Bilibriz. The former road, when completed, will put Ragusa in communication by carriageable roads with those already executed by the Porte in the Herzegovina, and which remained detached and impracticable for the trade of Ragusa, in consequence of there being no road from Ragusa to Trebinje. When this road is completed there can be no doubt that Ragusa and Gravosa will be enabled to resume that Herzegovinian trade which had gone away to Metcovich. It is anticipated that timber may be brought down from the hill forests, and many herds of cattle from the plains of Trebinje, Gatzko, Nenesinj, and Bileh. The hill country in the neighbourhood of the Adriatic is generally sterile, those elevated plains and the vale of the Narenta are the best parts of the province. Ragusa could not well have the produce of the Narenta, except in the case of a railway terminating at Gravosa, but the product of these plains are within her proper sphere.

The first plain after leaving Ragusa is that of the Trebinjica, in which Trebinje is situated. The river comes in three sources out of rocks, and immediately forms a considerable stream 20 yards broad, but below Trebinje is more than double that breadth, and is crossed by two bridges: after watering the fertile "Popono polje" behind Slamo, it disappears in a subterranean abyss. It was generally supposed that the river which bubbles up cauldron-wise at Ombla, near Ragusa, is a continuation of this river, but Major Roskiewics, who has produced the most recent map of the vilayet, is of opinion that the real continuation is the Kruppa, an affluent of the Narenta. It is this productive and extensive plain that produces the best tobacco in the Herzegovina, and feeds Ragusa both by its agricultural products, and by Trebinje supplying itself with manufactures and colonials at Ragusa. In spring, after the melting of the snows, a considerable part of the plain is under water for several weeks.

The plain of Bileh (already in communication with Trebinje by one of the recently terminated carriage roads) is of small extent and fertility; but the plains beyond, those of Gatzko and Nenesinj, are susceptible of great production, if good markets could be found through the facilities for carriage. The former is 2,500 feet above the level of the sea, and the latter 1,800 feet, the one being a sort of continuation of the other, although on different levels. There is much rich soil in the plains, and well watered; and magnificent timber on the adjoining hills, but with no market, from the want of carriage.

It will certainly be extraordinary if the opening up of these districts does not infuse new vigour into the trade of Ragusa, in tobacco, live cattle, raw hides, wool, bristles, and timber.

A British Syndicate, headed by Mr. Ralph Carle, M.P., has proposed a line of railway for Dalmatia, which, instead of going through the sterile

military frontier to Carlstadt, would, after connecting Spalato with Kuin, close shave, and even at one place intersect, the north-west corner of Turkish Croatia, and crossing the Save and Drave, would at Bares make a shorter connection between the valuable coalfield of Fünfkirchen and the Adriatic, than by the line of Alföld-Fiume. This Bares line (although probably fatal to the import of Cardiff coal in Dalmatia) is certainly a more advantageous one for general trade than that to Carlstadt, on account of its passage through a richer soil, as well as a more extensive lumber country.

It is mentioned in a pamphlet on this English scheme, that Austria has objections, on strategic grounds, to a great Bosniac railway, by Brood, Seraieno, Mostar, to the lower Adriatic. It is not stated what may be the nature of these strategical objections, nor can I guess them, and therefore do not discuss them. I find it quite natural that Austria should begin with railway connections under her own control, and within her own territory. But it is evident that in the long run no reasonings of a political or strategic description can prevail against those overwhelming economical ones which point to the line of the Narenta as the great future natural artery through which the products of Bosnia, and ultimately of Hungary, are to be conveyed to the lower Adriatic, with its magnificent ports, all of which, except Klok, are as thoroughly a part of the Austro-Hungarian dominions, as Trieste or Fiume.

I see it stated in the most recent journals, that the Porte has conceded to the South Austrian Railway Company a line from the north-west corner of Turkey in Europe to Constantinople. Let once Seraieno be in railway connection with the South Austrian lines, and then I shall feel persuaded that the Narenta line, with access to the Adriatic, will not long remain a mere desideratum.

Ragusa, April 30, 1869.

DENMARK.

COPENHAGEN.

Report by Mr. Consul Crowe, on the Trade and Navigation at the Port of Copenhagen for the Year 1868; and Remarks on the General Trade of Denmark.

General Trade.—The prospects entertained of a better employment for shipping this year than in 1867 were not fully realised, and trade in general was dull.

The freight market in this country was generally very quiet, especially during the summer months, and improved but slightly towards the fall of the year.

The trade in northern products in Denmark appears to have been less than usual, inasmuch as the supply exceeded the demand, and sales were difficult and prices consequently depressed.

The reason of this may be sought in an absence of life and activity in industrial and commercial enterprises, which generally showed itself in most countries, and partly, and more especially in the indifferent harvests of the last two years in this country; the one year owing to a very rainy summer, and the other through continual droughts, a state of things which have a decisive influence on trade in an eminently agricultural country like Denmark.

Harvest.—The result of last year's harvest was, however, excellent in respect to quality, but on the other hand, as regards quantity, especially of spring sown corn, it was in most parts of the country under an average year, and the produce of hay and straw was unusually poor, so much so that corn had to be used to keep farm stock alive. The shipments of flour to foreign parts were considerably less than that of previous years, and high prices were not able to compensate for goodness of quality.

Under such circumstances the farmers' resources are greatly lessened as regards ability for carrying out new farming operations, for which iron, timber, and other materials are required, and the general demand for these articles would have considerably fallen off had not the building of sundry railways and harbour works kept it up. Copenhagen, which is now the great centre of all the trade and shipping of the country, did not feel this commercial depression as much as the other parts of the kingdom, and her Custom-house returns show an increase of income of 316,300 rix-dollars over the preceding year.

The total gross revenue derived by the State from Customs duties and excise, &c., for the financial year closed 31st March, 1869, was 7,752,530 rix-dollars, the bulk of which falls on Copenhagen, as will be seen from the following comparative statement:—

	Copenhagen.	Zealand, Samsø, and Möen.	Bornholm and Christiansø.	Lolland and Falster.	Funen, Langeland, and Ærø.	Jutland.
	Rix dols.	Rix dols.	Rix dols.	Rix dols.	Rix dols.	Rix dols.
Import duty ..	4,218,123	289,308	14,991	119,882	408,960	1,164,757
Warehouse charges ..	16,583	1,415	19	145	732	1,749
Ships' dues ..	123,614	45,560	3,291	14,072	30,834	69,132
Excise duty. ..	362,922	234,779	19,345	26,941	153,391	397,315
Sundries ..	12,103	3,620	32	831	4,534	13,550
Total ..	4,733,345	574,682	37,678	161,871	598,451	1,646,503

Imports.—To show the nature and extent of the import and export trade at this port during the past year, I annex a list of the quantities and kinds of some of the chief articles forming this trade :—

	Lbs.
Cotton and linen goods	4,510,000
Raw cotton	5,940,000
Twist	1,859,000
Ashes (Potash, &c.)	1,265,000
Chicory root	924,000
Wine	3,330,000
Salt herrings and dried fish of all kinds ..	13,860,000
Dye stuffs, and woods	1,276,000
Paints and dyes	1,513,000
Fat and lard, &c.	737,000
Dried Fruits	2,995,300
Bark Woods	4,400,000
Glass and glass wares	2,310,000
Tar and resin	770,000
Hemp and flax	4,279,000
Crockery and stonewares	1,936,000
Coffee	14,410,000
Spices	913,000
	Tons.
Coals	220,000
	Lbs.
Seeds	4,730,000
Cork	1,410,000
Woollen goods	1,903,000
Iron and iron goods	44,000,000
Other metals	13,200,000
Oils	6,820,000
Cheese	1,023,000
Rice	10,780,000
Sago, salep, &c.	1,023,000
Rock salt	7,480,000
Other salts	3,476,000
Skins and hides	3,520,000
Sugar	42,295,000
Soda	4,873,000
Tobacco, in leaf, &c.	2,915,000
Cigars	99,000
Train oil and carriage grease	4,290,000

The two most important articles of import, and giving the greatest employment for shipping are iron and coals: the total quantities imported from England in the last two years were about—

Articles.	In 1868.	In 1867.
	Tons.	Tons.
Bar iron	2,300	2,400
Hoop iron	2,100	1,934
Cast-iron	5,150	4,200
Coals	220,000	180,000
Coke	570	360

Exports.—The chief exports were as follows:—

Sheep and lambs	head	1,250
Horses	"	250
Horned cattle	"	1,300
Pigs	"	170
Oil cakes	lbs.	2,662,000
Coffee	"	4,950,000
Meat and pork	"	4,960,000
Flour and meal	"	54,000,000
Corn	quarters	73,000
Raw metals, &c.	lbs.	7,700,000
Iron goods	"	1,800,000
Bar and hoop iron	"	2,475,000
Coals	tons	28,000
Oils, all kinds	lbs.	1,900,000
Rice and rice flour	"	4,400,000
Salt	"	1,826,000
Skin and hides	"	4,776,000
Sugar	"	6,930,000
Wool	"	2,865,000

In the absence of the official tables, which are not published until the autumn, it is difficult to give any detailed reliable statement of the foreign trade and navigation of this country for the past year, but judging from the Custom-house returns, which show an increase on 1867, the amount of duty-bearing goods and produce consumed in Denmark would appear to be in excess of the corresponding period of that year, and consequently show on the whole that the means of the population to purchase foreign articles has not undergone any diminution, notwithstanding that the agricultural produce of the last two years have been less abundant. Although the present condition of the farmer appears to be tolerably good, it is nevertheless an unmistakeable fact that the unfavourable conjunctures referred to, in connection with the extraordinary high prices of all the necessaries of life have worked oppressively on the lower orders, especially in the towns, and above all in Copenhagen, where poverty among the labouring classes is on the increase, and the poor rates are progressively increasing.

Luckily the mildness of the past winter has been very beneficial to the poorer classes, and many works which would otherwise have been stopped have been proceeded with both in town and country, and want of work has not been seriously felt.

Cattle Trade.—Before closing this section of my Report, it may not be out of place to add some remarks on the cattle trade, a subject of deep interest to the country, and one which, under favourable auspices, is, I believe, capable of being largely developed.

This trade, owing to the restrictions placed on cattle importations into British ports, in consequence of the outbreak of the cattle plague, has been much reduced, to the mutual disadvantage of both countries.

Previous to 1865, when the export from Jutland to Great Britain

was set on foot the trade in cattle was divided into four branches. All the best fat animals were sent to Hamburgh, the next best to Copenhagen, and all the lean and commoner kinds were used for general home consumption. The trade to Hamburgh, which was the most profitable, left the breeders but a small gain, inasmuch as the greater portion of the Jutland beasts sent to Hamburgh was re-exported to England, and not only had to bear the expense of a long and wearisome transport, but also double commissions and other onerous agents' charges.

The trade to Copenhagen was very uncertain and fluctuating, partly owing to the limited nature of the market, and partly from the uncertainty of the supplies from the Zealand breeders; it was likewise found that the Copenhagen consumers would not buy prime meat when inferior kinds could be had. This state of things acted very depressingly on the country cattle breeders, who often found that their fat oxen after remaining days in Copenhagen had to be transhipped to Hamburgh for want of purchasers. The demand for home consumption was generally less than the supply, and only for the commonest kinds.

The most important branch for Jutland was, and still is, the trade in stall-fed cattle—that is to say, in animals housed during the winter, and in the spring driven down and sold to the Slesvig and Holstein graziers, who, after having fattened them on their rich pasture lands, again send them on to Hamburgh or England; this trade is, however, very precarious, and, perhaps, the most uncertain of all, for changes of weather and seasons influence prices in most arbitrary and sudden manner.

The uncertainty, therefore, of the Jutland cattle trade in general, the want of suitable markets, and of a steady demand for prime, well fed animals, had, as may be supposed, hindered the natural development of this branch of agricultural industry, and it had long been felt that a direct trade with England would afford a steady and remunerative market, and rapidly develop this source of national wealth.

It was not, however, until 1865 that an attempt was made to open a direct steam communication with Great Britain, which was successfully effected in that year, both from Copenhagen and Aarhus, and with highly satisfactory results, not only for the breeders, but for agriculture in general. The breaking out of the cattle plague in England, and the prohibitory and restrictive measures adopted by our Government in consequence, was a serious blow to this new and promising trade, and the result has been that it has ceased to be remunerative, and the Jutlanders are forced to fall back on their old trading channels, to the mutual disadvantage of both countries.

A statement of the extent of the exports to England in 1865 and the two subsequent years will best show the effect of the restrictive measure above referred to. There were exported to England from this country—

From April	Horned Cattle.	Sheep.	Pigs.
1865 to 1866	10,794	27,326	2,061
1866 „ 1867	8,937	8,723	237
1867 „ 1868	6,138	2,920	37

The amount exported in 1865 must not be taken as a normal standard, since it was only in that year the first attempt at direct trade was made; I believe, on the contrary, that the removal of the present precautionary restrictions in England would have the effect of giving it a very considerable development. Denmark is eminently an agricultural

country, and her farmers are in general a well to do set, possessing good and extensive flocks and herds, although the quality of these latter is scarcely comparable to English fed animals, a considerable improvement in this respect has of late taken place, and the Danes are endeavouring to enter into competition with the better description of English cattle, and already the Holstein beasts are a favourite breed with the London butchers. The total export of cattle, sheep, and pigs from Denmark to foreign countries has been during the last three years 141,149 head, 129,830 head, and 118,272 head respectively; about three-fourths were from Jutland, which province, under the influence of the encouragement which a steady and remunerative demand such as the English market affords would rapidly increase its productive powers, and export, no doubt, much larger quantities. I am informed that the home supplies are likely to be short throughout this year (1869), owing to the graziers being compelled to retain a larger number of stock to make up for the deficiency caused by the forced sales of 1868; the importance, therefore, of an increased foreign importation will be seen, as meat will probably continue scarce throughout the year. It is to be regretted, therefore, that in view of the high price of animal food in England, and the importance of cheap provisions for our working classes, that the present restrictions which check the importation of Danish domestic animals into Great Britain cannot be removed.

There has been no epidemic of any kind among domestic animals in Denmark Proper since 1781, neither in Slesvig or Holstein since 1813; and the Danish Government which, by virtue of a Law passed in 1857, possesses almost despotic powers for the prevention of the propagation of contagious diseases, contemplates issuing very stringent precautionary measures to guard against the possible importation of infection from the Swedish and Baltic ports. It is to be hoped, therefore, in the interest alike of the Danish exporter and the English consumer, that a freer importation of Danish cattle may soon be permitted.

ICELAND.

The economical condition of Iceland last year was anything but satisfactory. The summer and autumn fisheries were much below the average; the summer likewise was unusually wet in the southern districts, and the hay crop in consequence was scanty and poor, and much below an ordinary year. Trade was in consequence depressed, and unfavourable both to the merchants and peasants. High foreign corn prices checked importations which, in conjunction with the decreased means of the inhabitants to make foreign purchases, caused much want and distress, and collections had to be made in Denmark to enable them to subsist through the winter.

Exports from the island were much less than the preceding year, and the number of trading vessels visiting it fewer than usual.

The exports were as follows:—

Wool	..	..	..	..	..	739,200 lbs.
Train oil	..	..	..	..	..	7,800 barrels.
Clip fish	..	..	..	..	..	1,795,200 lbs.
Flat or stock fish	..	..	..	..	..	165,440 „
Salt mutton	..	..	..	..	..	1,425 barrels.
Tallow	..	..	..	..	..	510,400 „

From Greenland the exports were in 1868 :—

Train oil..	..	..	..	..	..	4,950 barrels.
Seal skins	..	..	..	..	..	20,450 pieces.
Fox skins	..	..	..	..	..	630 "
Cleaned eiderdown	..	..	..	..	..	384 lbs.

From Spitzbergen there were no exports, owing to the total failure of the year's fishing.

A very successful attempt at fishing herrings in Iceland was made this year by some Norwegians, particularly at Seydisfjord in the Eastern district, and somewhat later at Havnefjord, and it will doubtless be repeated on a larger scale. The Icelanders themselves do not appear to prosecute this fishery, at least, their commercial annals make no mention of this fish as an article of export except in very small quantities ; it is not improbable, however, that its migratory habits may have led it to visit the island, which would be a blessing for its indigent population.

SHIPPING.

The Danish mercantile marine, on the 1st of April, 1868, numbered 3,132 vessels, of a collective register of 175,555 tons, of which, 80 vessels were propelled by steam, with 4,566 horse-power, and registered 9,647 tons. The total increase of tonnage on the preceding year is only 1,845 lasts, or 922 $\frac{1}{4}$ registered tons.

The number of British merchant vessels which cleared in and out of this port during the year 1868 was as follows :—

RETURN of British Shipping at the Port of Copenhagen in the Year 1868.

DIRECT Trade in British Ships from and to Great Britain and British Colonies.

ENTERED.

Total Number of Ships.			Total Tonnage.			Total Number of Crews.	Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
393	..	393	102,652	..	102,652	4,249	..

CLEARED.

75	3	78	24,917	892	25,809	1,261	..
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INDIRECT Trade in British Vessels from and to other Colonies.

	ENTERED.							
	Number of Vessels.			Tonnage.			Total Number of Crews.	Value of Cargoes.
	With Cargo.	In Ballast.	Total.	With Cargo.	In Ballast.	Total.		
From—								
France.. ..	1	..	1	255	..	255	11	..
Russia.. ..	13	..	13	4,003	..	4,003	168	..
Prussia.. ..	5	..	5	769	..	769	42	..
Portugal.. ..	3	..	3	688	..	688	27	..
Spain.. ..	2	..	2	232	..	232	12	..
Greenland.. ..	1	..	1	381	..	381	15	..
United States.. ..	2	..	2	486	..	486	18	..
Sweden.. ..	1	..	1	1,047	..	1,047	30	..
Holland.. ..	1	..	1	415	..	415	20	..
Total.. ..	29	..	29	8,276	..	8,276	343	..
CLEARED.								
To—								
Baltic.. ..	..	178	178	..	40,936	40,936	1,586	..
Russia.. ..	4	50	54	1,943	12,023	13,966	540	..
Prussia.. ..	3	55	58	1,726	16,017	17,743	704	..
Sweden.. ..	2	45	47	516	9,000	9,516	404	..
Denmark.. ..	..	2	2	..	203	203	13	..
Australia.. ..	1	..	1	1,047	..	1,047	30	..
United States.. ..	1	..	1	307	..	307	10	..
River Amur.. ..	1	..	1	270	..	270	10	..
Total.. ..	12	330	342	5,809	78,179	83,988	3,297	..

The above Return includes only those British ships which discharge or take in cargo, and deposit their articles at this Consulate. A great number of British steamers, on their way to or from the Baltic, call at this port for coaling, taking passengers, discharging or receiving small portions of cargo, &c.; but as they frequently lie in the outer roads, unless they have special business to transact, they do not deposit their papers, and it is not easy to ascertain particulars concerning them until the Government Returns appear.

Nearly all the British sailing-ships entering this port carry coals, and then proceed in ballast up the Baltic and Gulf of Bothnia in search of cargoes. Our steam-ships, on the contrary, find employment principally in carrying piece goods and agricultural produce to and from Leith, Hull, and London.

British shipping entering this port continues steadily to increase, as will be seen from the following Statement, showing the number of vessels that cleared *in* during the last ten years:—

Year.	Vessels.	Tons.	Crews.
1859	159	29,546	1,265
1860	140	27,661	1,171
1861	189	37,087	1,491
1862	258	55,158	2,219
1863	209	47,364	1,977
1864	350	85,802	3,726
1865	341	18,157	3,292
1866	282	66,578	2,930
1867	375	99,851	4,161
1868	422	110,928	4,592

This Return does not include the numerous steamers which, as previously mentioned, only "call" or lie in the outer roads, the number of which is also greatly on the increase. Their numbers and tonnage would probably exceed those of the above Return.

The complaints of masters of the bad conduct and incapacity of their crews continue frequent, and a large number of discharges have to be sanctioned in consequence; and although, owing to the many marine disasters on these coasts and other causes, considerable numbers of our sailors are being subsisted by this Consulate; it is not easy to induce British masters to take them, they generally preferring Scandinavians on account of their greater sobriety, good conduct, and seaman's qualities. Wages also are lower here, A.B. seamen being procurable at 2*l.* 5*s.* to 2*l.* 10*s.* per month, and with a lower scale of provisions. Upwards of 400 British sailors were taken charge of and subsisted by this Consulate in 1868.

GENERAL REMARKS.

No legislative enactments of any importance, affecting commerce or navigation, have been passed during the year.

A revision of the present Customs Tariff is being made, but as yet the Government have not been able to lay it before the Rigsdag. Its tendency, however, is more to equalise the present duties than to introduce any radical reforms, either in a free-trade or prohibitory direction.

The telegraphic communication between Newcastle, Copenhagen, and Libau has been completed, and will, it is expected, be opened early in June 1869. It is called the "Danish-Norwegian-English Company"; and the Danes are very sanguine as to the great benefits it will confer on their country, as it is expected that the greatest part of the Russian telegraphic correspondence with England and North America will be transmitted by this line, as it will be the shortest and cheapest. Another line is now being laid from Peterhead to Egersund in Norway, and continued over Arendal to Christiania, thence to Stockholm, to form a junction ultimately with the Newcastle system. Both these lines are to be connected with another which is to cross the Skagerrack to Hjörning.

The railway works in Jutland, and on the new side line to Vordingborg in Zealand, are being proceeded with; and recently the laying of a side line from Roeskilde, over Holbeck to Kallundborg, has been decided on, but for which, as yet, no concession has been granted. It will probably be undertaken by the Zealand Railway Company.

The line from Randers to Aalborg will shortly be opened, and a Company has been formed for constructing a line from Nørresundbye to Frederikshavn. When this is effected there will be a complete system

of railway communication from Hamburgh to the Skaw. It is then expected that the Danish and Norwegian Governments will establish a steam communication between Frederikshavn (the Skaw) and Frederiksværn, at the mouth of the Christiania Fjord, and thus bring Norway in more direct and quicker connection with the rest of Europe.

Following the example of other countries, the Danes have decided upon having next year (1870) an exhibition of Northern or Scandinavian products, raw and manufactured. The building is expected to cost 325,000 rixdollars, and is to be retained as a permanent Commercial and Agricultural Hall for the exhibition of native produce; and a suitable piece of ground has already been placed at the disposal of the promoters by the Government.

A Law was passed in February 1868 enforcing the adoption of the French decimal "gramme system," instead of Danish weights and measures, in the dispensing of medicines. This law comes into force on the 1st of July this year (1869), from which date all medicines must be sold by, and all doctors' prescriptions have their quantities expressed in, French decimal weights and measures, denoted by the ordinary current signs, and not, as heretofore, by the special ones used by the profession.

On the same date a new Pharmacopœia, called "Pharmacopœa Danica, regia autoritate edita," will come into force, and its use made compulsory by law on all apothecaries and medical practitioners in the kingdom.

Copenhagen, May 31, 1869.

I T A L Y .

MESSINA.

Report by Mr. Vice-Consul Rickards, on the Trade and Commerce of Messina during the Year 1868.

THE trade of Messina during the year 1868 presents favourable results when compared with that of preceding years.

This is attributable to the good yield of the harvest, and to the absence of quarantine restrictions.

The following is a comparative statement of the value of merchandise imported and exported in each of the last five years, viz. :—

Years.					Imports.	Exports.
					£	£
1864	..	..	..	..	884,298	986,738
1865	..	..	..	..	948,577	1,094,168
1866	..	..	..	..	995,463	1,097,966
1867	..	..	..	..	846,195	888,475
1868	..	..	..	..	907,475	1,149,718

The subjoined Table No. 1 shows the number and tonnage of foreign ships which entered the port of Messina in the years 1864-1868 inclusive.

Table No. 2 shows the number, tonnage, crews, and value of cargoes of British vessels which entered the port of Messina in the years 1864-1868 inclusive.

The total number of ships of every description which entered the port of Messina in the year 1868 was 5,304, of which 3,909 were laden, and 1,395 in ballast, and their total burthen was 1,007,769 tons. Of the above, 3,768 were Italian vessels, burthen 350,111 tons, 52,724 crews.

The total number of steam vessels which entered the port of Messina in 1868 was as follows :—

Vessels.					Number.	Tons.
British	..	..	..	..	180	105,316
French	..	..	..	..	385	300,243
Austrian	..	..	..	..	3	2,535
Russian	..	..	..	..	41	49,131
Dutch	..	..	..	..	19	9,967
Turkish	..	..	..	..	6	2,692
Belgian	..	..	..	..	8	7,528
Wallachian	..	..	..	..	2	1,390
Italian	..	..	..	..	644	204,096

Vintage.—There are still traces of the vine disease, and the sulphurization of the vines is still continued three times a year. The crop in 1868 was above the average.

Orange and Lemon Trees.—No remedy has yet been discovered to arrest or mitigate the ravages which the disease is committing among the lemon trees.

The crop of oranges in 1868 was far above the average both in the province of Messina and the coast of Calabria, but owing to the abundance of rain which fell in that year, the fruit was rather soft and juicy, and a large proportion rotted a few days after it was gathered.

Olive Oil.—The yield in 1868 was most abundant, and of an excellent quality. The price, which in 1867 was from 4s. 6d. to 5s. 6d. per gallon, fell to 2s. 6d. and 3s. in 1868.

Cattle Plague.—The cattle plague broke out in the province of Messina in January 1867, and continued its ravages up to February 1869.

Silk Culture.—Last year the crops of silkworms completed their cocoons at least three weeks earlier than they will do this season, and I wished to be able to appreciate the progress of the indigenous worms, in particular, as also of the Japan breeds which are being extensively fed.

Last year the worms produced from eggs of the indigenous races of Sicily, bred in villages on the slopes of Etna, succeeded very well in general, and the circumstance caused quite a competition in the purchasing of cocoons there for the purpose of obtaining eggs for the present season of 1869. Fabulous prices were paid, but the result shows a general, wide spread failure, and I consider that the old races are lost to us for the future, and that breeders and reelers must be content to propagate and to reel Japans.

In 1868 the first crop was shortened by the premature hatching of the Japan eggs, and the green portion contained an unusual quantity of stained cocoons which, in the proportion of 20 to 25 per cent. was the source of intense embarrassment to reelers, who are obliged to incur serious sacrifice on the yield, as the deterioration is rapid, and continues the longer they are kept. They are also quite unfit for the production of good silk.

Many persons attributed the presence of such a large quantity of stained to the unusual damp atmosphere of last spring, but judging from samples which have been examined, the defect is much on the increase, and shows the necessity of a wider cultivation of the white mulberry, and the rearing of the white annual breed of worms. There will be a fair crop in amount of cocoons, but not much silk, and a large portion of it necessarily of poor quality.

It is not probable that rearers will be encouraged to procure a second crop of bivoltine white and light green, whilst such an one augmented very considerably the total of last year's production.

PUBLIC WORKS.

No new public works were undertaken in 1868. The dry dock commenced in 1863 will be completed towards the end of 1870.

The four roads which, according to my last report, were in course of construction, are progressing very favourably.

There is a project of building an extensive block of bonded warehouses at the extremity of the port, but nothing has been yet decided in this respect.

Church Property.—A large number of houses and farms lately belonging to the convents in the province of Messina have been, and are being, sold by auction and purchased by private individuals. The houses already sold, and which were in a most dilapidated state, have been either thoroughly repaired or pulled down and re-built. The agriculture of the

farms, or gardens, entrusted entirely to a prejudiced peasantry, was very much neglected, and in a most backward state, being carried on in the most primitive manner and with the rudest implements; but the new owners are now devoting all their attention to improvement in the culture of the soil, which is naturally rich and fertile.

Railroads.—The total amount of receipts for passengers and goods during the year 1868 averaged to about 90,000 livres per month.

The wagons employed on the line were far from being sufficient to convey to Messina the produce which was daily brought down from the country. I am not aware that any steps have been taken to supply this deficiency.

Mr. Dalgairns, an English engineer, has received the "concession" from the Italian Government for a railroad from Messina to Patti. The distance is 78 kilometres, and it is estimated will cost about 15,000,000 livres. The province and communes of Messina have already voted more than 4,000,000 livres towards its construction. The road has already been surveyed and the drawings made, and there is every prospect that it will be commenced in the course of a few months.

Education.—Public instruction has not made such progress as might have been expected. There are several day and night schools in Messina and in the communes of the province. The latter are well attended, and many of the children of the peasantry can now read and write.

Messina, May 28, 1869.

M O R O C C O .

DAR-EL-BAIDA.

Report by Mr. Acting Vice-Consul Wooldridge, on the Commerce and Navigation of Dar-el-Baida for the Year 1868.

THE year 1868 has been a most inauspicious one for commerce at Dar-el-Baida.

The prohibition of the exportation of grain by His Majesty the Sultan, leaving many commission merchants entirely without wherewith to do business, and the unprecedented low prices of wool in the Marseilles market (the principal point of importation from this port), have caused a very serious depression in our comparatively small commercial world.

At the same time, this town and its neighbourhood have been heavily inflicted with two epidemics—viz., small pox and cholera morbus, carrying off about one-fourth of the native population, and which had considerable effect on business transactions, seeing that, with the exception of an exemplary few, merchants took their departure for Europe, enhancing thereby the low state of affairs, besides the panic that already existed.

The wool trade, however, being for the most part monopolised by important and large houses purchasing for the supply of manufactories in various parts of France, held its sway, and a very large quantity has been exported, bought up by said houses at a very low figure, this also occasioned by the lack of petty purchasers, who speculate on their own account, and who, by reason of the stagnancy of the European markets, could not make a venture.

The undershown resumé of the returns of trade will sufficiently expound the fluctuations between the years 1867 and 1868:—

Years.	British and Foreign Vessels.		British Vessels only.		Total British and Foreign Vessels.		Total British Vessels only.	
	Vessels.	Tons.	Vessels.	Tons.	Imports.	Exports.	Imports.	Exports.
1867..	91	16,451	36	6,223	£ 57,303	£ 110,637	£ 51,158	£ 29,927
1868..	65	18,027	19	7,749	85,002	82,835	73,875	20,400

IMPORTATION.

The articles of importation for the past year have been, as of old, with a slight increase of American grey stouts and calicoes.

Muslins, handkerchiefs, sugar, tea, &c., have arrived in the usual quantities for consumption *in situ*; but an increase will be observed, year by year, on almost all imports, for the reason that the coasting line of steamers being impeded from discharging cargo at Rabat, by the bar of its river, necessarily bring everything on to this port, and then the merchandise is forwarded overland to Rabat, Fas, and Mequinas.

Notwithstanding this, our import has suffered a slight decadence, as the British line of steamers, the ordinary route of which was from London, Gibraltar, and down the coast; and being compelled, by quarantines imposed, to pass first to the Canaries, and afterwards up the coast, failed to supply us with the quantum of imports from Gibraltar, sent for sale on commission.

The demand for sundries, such as rice, pepper, crockery, spice, copperas, and sarsaparilla, has been on a par with that of the year 1867.

EXPORTATION.

Wool in grease, as before mentioned, has been (owing to the low prices) exported in large quantities—viz., 22,000 cwt., value 37,200*l*. Washed wool sent to London has equalled our former shipments, being 1,800 cwt., valued at 2,560*l*.

Gum.—A few hundredweight have come into the town, but few ready purchasers have presented themselves, price quoted 2*l*. 10*s*. per cwt.

Hides, for Portugal and London, have held their export steadily from hence, and there has been a large influx from Rabat, which town formerly sent many tons annually to different parts of Europe direct. These now come overland by camels for shipment from this port.

Wax.—Although little has been exported of this article, the price remains firm—viz., 7*l*. 12*s*. per cwt., free on board.

The exportation of all cereals being prohibited by His Majesty the Sultan, it is useless to comment on that article of produce, excepting to remark that the present or anticipated harvest is most promising, though, at the same time, it must be said that the Moors, on account of not finding purchasers for their grain, have sown in small quantities, therefore the crop will not be abundant.

NAVIGATION.

During the year 1868, 65 vessels have arrived at this port with a tonnage of 18,027 tons, of which vessels 19 were British, and the remainder French.

Freight has remained similar to that of last year for wool—viz., 5 francs per 50 $\frac{3}{4}$ kilos., or 1 cwt. English, to France; and 2*l*. 10*s*. per ton to England. Latterly, however, a new line of steamers has been established in opposition to the one already running, which has, in consequence, caused a reduction. This, however, has taken place within the last three months. Freight charged by the new line is at the rate of 2*l*. per ton for London.

The wool that is shipped for France is conveyed in French bottoms only.

Dar-el-Baida, December 31, 1868.

MAZAGAN.

Report by Mr. Vice-Consul Stokes, on the Trade and Commerce of Mazagan during the Year 1868.

THE trade of this port still continues to decrease, and the total value of Imports and Exports has been as follows :—

Country.	Value.	
	Imports.	Exports.
	£	£
Great Britain	50,764	23,223
France	9,197	20,081
Belgium.. ..	859	246
Portugal.. ..	..	63
Total	60,820	43,613

The decrease in the trade of this port, especially that of exports, is owing to the Sultan's having stopped the exportation of all kinds of grain from the ports of his empire, he having been obliged to resort to this measure in consequence of the failure of the crops in the year 1866, and although in 1867 the crop was considered to be an average one the demand for home consumption was so great, and prices ruled so high, that many of the Arabs had not means sufficient to purchase the common necessities of life, and suffered dreadfully, many of them being obliged to subsist chiefly on roots. The crops in this vicinity at the present season promise well. Agriculture in this country will never increase to any great extent, unless the Sultan affords certain facilities to Europeans who wish to embark their capital in agricultural pursuits, the natives themselves, being reduced to such a state of poverty that they have not even the means of purchasing the seed for sowing.

Mazagan, May 8, 1869.

RABAT.

Report by Mr. Vice-Consul Wooldridge, on the Trade and Commerce of Rabat during the Year 1868.

IN preceding annual reports it is shown that the trade with the port of Rabat has been for some years on a gradual decline. This is mainly attributable (as has been so often stated) to the existence of a changeable and dangerous bar at the mouth of the River Bouregreg, separating the two towns of Sallee and Rabat, which effectually prevents all communication with the steamers that visit periodically the other ports of Barbary.

It must not be supposed, however, that it is the actual fact that the genuine trade of Rabat has fallen off so considerably and so steadily as reports state; the reasons of this apparent falling off annually will become sufficiently obvious when pointed out here below.

This year there is an increase in the import trade over that of 1867, notwithstanding the outbreak of the cholera in this town, which prevailed during the months of May, June, and July, when it was heavily visited; and on account of the whole coast having been placed in quarantine by Spain, Gibraltar, and France, trade, during the prevalence of the disease, became utterly stagnant.

The difference in the number of vessels and their burden, arriving and departing, and the value of their cargoes, between 1867 and 1868, is as follows:—

Years.	Total.		British.		Value.	
	Ships.	Tonnage.	Ships.	Tonnage.	Imports.	Exports.
1867	30	1,911	6	342	£ 27,710	£ 38,197
1868	27	1,601	6	430	31,682	30,730

The value of the real import trade is much greater than appears by the above return, which simply shows the importation in vessels arriving direct from Europe. The reason of this apparent smallness is, that the channel of imports and exports has been changed, since conveyance by steam has superseded that by sailing vessels. A large quantity of merchandize exported from Europe expressly for Rabat, and which formerly was brought here direct over the bar, is now, in consequence of the establishment of certain lines of steamers, taken to Dar-el-Baida, a small, but flourishing port about 60 miles to the southward, where steam communication is frequent, the anchorage safe for large vessels, and communication easy. This merchandize, which consists principally of calicoes and other cotton stuffs, silk, gold thread and gold lace, prints, muslins, sugar, tea, and coffee, is brought hither overland on camels. It is difficult to estimate here the exact quantity that may have been imported at Dar-el-Baida for conveyance to Rabat, as a great deal of imported goods also enter our gates from other ports on the coast, besides Dar-el-Baida, where the market may have become dull. Steam communication being so frequent now between Europe and the coast, it is natural to suppose that merchants prefer to take advantage of the quicker and safer mode by

steam for having their goods conveyed to and from the coast, as the cost of land carriage is trifling in comparison with the risks and loss of time occasioned by conveyance in sailing vessels. But the legitimate trade with Rabat is as important as formerly, and is only subject to the reverses in comparison with those experienced at the other ports.

It is greatly to be lamented that such a fine port as this of Rabat, with the double advantage over the other ports of the coast, of having a navigable river, capable of holding and giving shelter—so necessary on this wild and dangerous coast—to numerous vessels, should be allowed to remain in the normal state it does. Its central position on the coast, its proximity to the largest and most commercial towns of the empire,—viz., those of Faz and Mequas, the facility with which a fine and spacious wharf might be erected on the south bank of the river, where vessels might easily load and discharge their cargoes alongside. Its inhabitants, patient and industrious, well known for their skill in the manufacture of carpets, haicks, and other woollen stuffs, pottery, the curing of the famous Morocco leather, &c., &c., are all advantages lost so long as the bar obstructs all free entry and exit. The presence of the Court here periodically (as is spoken of since the Sultan has had a handsome palace built) is another advantage which would encourage and give propulsion to the import trade; and were it not for the existence of the bar, Rabat would undoubtedly be the great emporium of Western Barbary, and become equal in importance to many flourishing and renowned commercial ports in Europe, for all merchandize for and from the interior must concentrate here. So much, however, has been said of the removal of this obstacle, which has been declared easy of accomplishment by competent men, also that of throwing a bridge across the river (another feasible work), that all I may say in favour of these projects will fall to the ground. The Moorish Government looks with distrust, not to say fear, upon any work calculated to improve the state of this port, that if such projects were laid before it for consideration, they would be received with evasion and indifference, and, if urged upon it, with direct opposition. Tradition shows that the Moor, from the highest to the lowest, regards the bar of Rabat as a bar to a possible future invasion, and hence their dread of improvement.

To enlarge further upon the different branches of trade and manufacture here would be to give a repetition of my predecessor's reports. It will be simply sufficient to confine myself to the trade of Rabat during the year 1868, which report in itself will show the increase or decrease when compared with those of preceding years.

IMPORTATION.

Calicoes.—The articles most marketable at Rabat are cotton manufactured goods in all their varieties, for which there is always a great demand in this large town, and in its fellow commercial towns in the interior. The unbleached calico, known as "Americanos," figured muslins, and lemlen, obtaining a readier sale than the others.

The importation of these articles over the bar has been something larger than that of last year, there being a difference in favour of 1868, of a value of 1,584*l*.

Sugar, Green Tea.—After these articles, loaf sugar, crushed and brown, and green tea, take their standing, which are imported, both in vessels direct from Europe, and, as before stated, through the port of Dar-el-Baida. A greater quantity, however, of these goods, is imported over the bar in comparison with those of cotton goods, as the hire for carriage overland for these goods is at least 4 per cent. on their value,

whereas that on cotton goods is only about 1 per cent. These articles are always in demand, being, as it were, necessary to the existence of the well-to-do Moor. The value of the imports of sugar this year exceeds that of the past by 1,190*l.*, two-thirds of which were imported from England, and the rest from France and Belgium. A slight increase is also shown in the return of the exportation of tea, over that of 1867.

Cloth.—This is also a profitable article of trade, but it mostly arrives here through Dar-el-Baida, quantities of which are forwarded on to Mequas and Faz: with the native and European merchants of Rabat and said towns there is a steady traffic.

Groceries.—Flour, rice, coffee, and candles, may be considered next in importance, for all of which a ready sale may be guaranteed, especially for the last-named. France and Gibraltar supply these articles.

Spirits.—Rum and Hollands are also profitable articles of trade. They come here direct from Gibraltar, great quantities of which are consumed by the Jewish population. The value of the importation of spirit is about 100 per cent. more this year than last.

Hardware, Earthenware, &c.—Iron, spice, pepper, earthenware, and other sundries, such as paint, with its requisites of oil, turpentine, &c., copperas, hardware of the most inferior kind, glass ditto, sarsaparilla, tin, alum, timber for building purposes, &c., are all in tolerable demand, though not to be compared with that of before-mentioned articles.

EXPORTATION.

Wool.—This, both washed and in grease, is by far the most important article of export hence. A great deal is shipped direct to Gibraltar and Belgium; but much is transported to Dar-el-Baida by camel for shipment to Marseilles. The shearing season has been good, but on account of the continued stagnation of the European markets, merchants have been shy of buying, and consequently the price of wool remained low, that of wool in grease being at its maximum 2*l.* 12*s.*, and that of washed wool 3*l.*

Grain.—Grain is not shipped in large quantities at Rabat, though the land in the surrounding district is fertile and well cultivated, and yields fine crops,—beans, garbuzos, maize, wheat, and barley being the usual productions; wheat and barley are mostly consumed in Rabat, Sallee, and in the neighbouring large cities, the others are sent to the Dar-el-Baida market, or rather are bought up by the agents of merchants of that town, for the port of Dar-el-Baida offers greater facilities than this for shipment. The prohibition on the exportation of all grain still continues, with small chance at present of its removal, on account, no doubt, of the country not having recovered from the late dearth from drought during the last few years. It is to be hoped that the present promising season will induce the Arabs to extend their labours over a larger area, so that an abundant harvest be the consequence, and free exportation of all classes of cereals be again granted to native and European merchants by the Supreme Government.

Haicks, Woollens.—Rabat manufactured woollen goods, such as haicks, fine and coarse, are much sought after, over 4,000*l.* worth of this article having been exported during the year.

Hides, Wax.—These also have been in steady demand, those hides weighing between 3 and 4 lbs. being most preferred. Wax, however, appears to have fallen off in demand from last year.

Sundries.—Other sundries, such as cumin seed, aniseseed, carpets, and slippers, which last are destined for the East, to supply the Hajjis on their return from their pilgrimage to Mecca, have also risen above the usual average.

Copper Coin.—The continued circulation of spurious coin is a drawback to commerce, and causes great inconvenience. The Sultan endeavoured (but hitherto without success) to stop it; and, as long as the price of the dollar is allowed to fluctuate, this mass of copper currency will always continue to increase.

Cotton.—This article, although when properly cultivated flourishes well, is not grown as a trading article. There are a few gardens outside the town where cotton is cultivated, but from inattention and ignorance to its growth on the part of the proprietors, it does not yield either a good or abundant crop.

On the whole the trade of Rabat has been as brisk as could have been expected during the year 1868, considering the troubles of drought, famine, and disease experienced since the commencement of the year, and the check given to trade by prohibiting the exportation of cereals, of which troubles Rabat had its full share with the other towns.

Rabat, December 31, 1868.

SAFFEE.

Report by Mr. Vice-Consul Elton, on the Trade and Commerce of Saffee for the Year 1868.

It will be observed in the following Table of the total value of imports and exports at the port of Saffee in the years 1867 and 1868, that there was a great decrease in imports and exports in 1868, when compared with those of the previous year, which may be partly accounted for by the circumstance of the Sultan having prohibited the exportation of grain, and consequently merchants did not import to the amount they had done when grain was allowed to be exported.

Years.	Value.	
	Imports.	Exports.
	£	£
1867	42,532	52,230
1868	14,218	37,231
Difference ..	28,314	14,999

In the foregoing statement it will be observed that the imports in the year 1868, were 28,314*l.* less than the imports in 1867, and the exports in 1868 14,999*l.* less than in 1867. The greater part of the imports in the year 1868 were from Great Britain and Colonies, and amounted to 11,778*l.*, the only other imports were from France, and were to the amount of 2,440*l.*, as will be seen in the below statement:—

Imports.

Year.	Country.	Value.
		£
1868 .. {	Great Britain and Colonies ..	11,778
	France	2,440
	Total	14,218

The exports in the year 1868 were to Great Britain and France, the total value of the exports to Great Britain being 37,101*l.*, and to France 130*l.*, making a total of 37,231*l.*

Exports.

Year.	Country.	Value.
		£
1868 .. {	Great Britain	37,101
	France	130
	Total	37,231

The tonnage of British and Foreign vessels, which entered and cleared at Saffee in 1868, will be seen in the following Statement:—

Nationality.	Entered.		Cleared.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
British	22	6,404	22	6,404
Dutch	1	175	1	175
Spanish	1	42	1	42
French	1	314	1	314

Of the before-mentioned vessels which entered, 4 were in ballast,—viz., 2 British, 1 Spanish, and 1 French; and of those which cleared, 2 were in ballast,—viz., 1 Dutch and 1 Spanish.

Agriculture.—Wheat, barley, maize, beans, and peas, are grown in the district of Saffee, but, on account of the Sultan's prohibition, cannot be exported. It is expected that, as much rain has fallen, the crops in 1869 will be abundant.

I am informed that cotton was not cultivated in the district of Saffee during the year 1868.

Manufactures.—The manufactures at this port are very few, a striped woollen stuff, which is made up into what are called jellabs, woollen haicks, and slippers, but not sufficient for what is required by the inhabitants. The currying of leather is also carried on here.

Saffee, April 17, 1869.

TANGIER.

Report by Mr. Consul White, on the Trade and Commerce of Morocco during the Year 1868.

THE trade and commerce of Morocco experienced very great depression during the whole of the year 1868. The causes of this depression must be sought in the general distress and sickness which prevailed throughout the country during fully six months of the year, the prohibition enforced during the whole year upon the exportation of all description of grain, and (lastly) the quarantine imposed upon Morocco by Spain, Portugal, and Gibraltar, and maintained during eight months.

A considerable decrease is observable in the Shipping Returns for 1868, when compared with those of preceding years, as may be seen in the following Table :—

Year.	Entered.		Cleared.	
	Vessels.	Tons.	Vessels.	Tons.
1866	1,038	120,876	1,025	123,392
1867	994	123,526	986	123,100
1868	734	103,738	723	103,429

A corresponding decrease is noticeable in the British shipping which entered and cleared from Moorish ports during the past year, thus :—

Year.	Entered.		Cleared.	
	Vessels.	Tons.	Vessels.	Tons.
1866	487	69,752	497	72,573
1867	517	73,208	520	73,541
1868	405	56,924	401	56,917

The value of exports from Morocco fell very far short of that of any preceding year since the present Treaty of Commerce and Navigation came into force in 1857, not even excepting the year 1859, when trade was paralysed by reason of the war then existing between Spain and Morocco. This falling off is seen in almost every article of export, excepting only canary and cumin seeds, hides, ostrich feathers, sashes, and woollen stuffs, each of which articles were exported in rather larger quantities than usual.

The average annual value of exports during the seven years ending in 1867 amounted to 813,098*l.*, of which the exports to the United Kingdom averaged 481,313*l.* In 1868, the total exports amounted to no more than 511,714*l.*, of which the exports to the United Kingdom were 305,826*l.* There was consequently a decrease in the total value of exports during the past year of 301,384*l.*, being nearly three-eighths of the average amount. The fact that during the past year there was no exportation of grain, which, on the average of the seven years preceding

it, figured in the annual returns of exports for 189,948*l.*; and the low price which has ruled for wool accounts partially for this great falling off in the value of exports.

The specie exported during the past year amounted to 185,745*l.*

The subjoined Table exhibits the principal articles of exports in the year 1868, together with the quantity and value of each, and the countries to which they are exported:—

Articles.	Quantity.	Value.*	Country.
		£	
Almonds cwt.	17,688	45,851	Chiefly to Great Britain.
Ambergris lbs.	27	600	Great Britain.
Canary seed cwt.	6,670	4,024	Gt. Britain, France, & Portugal.
Cumin seed "	10,890	4,021	Great Britain and France.
Dates "	4,235	8,463	Great Britain.
Eggs doz.	474,872	11,585	Gibraltar.
Fowls "	11,340	5,670	Gibraltar.
Goat skins "	53,033	46,410	France.
Gold, Wangara tins	14	2,400	Great Britain.
Guns cwt.	3,525	13,285	Great Britain.
Hides "	19,900	38,075	Gt. Britain, France, & Portugal.
Leeches "	2,510,000	1,204	Great Britain and Spain.
Linseed cwt.	1,040	640	Great Britain.
Wheat "	5,670	8,505	Gibraltar.
Oil, Olive "	13,755	35,092	Great Britain.
Ostrich feathers "	34	12,200	Great Britain and France.
Oxen head	4,397	21,985	Gibraltar and Portugal.
Sashes, woollen sashes	16,650	2,800	Spain.
Sheep skins skins	5,810	757	France and Great Britain.
Slippers pairs	232,749	34,927	Egypt.
Wax cwt.	4,408	24,307	France and Great Britain.
Wool, washed "	13,753	48,394	Great Britain and France.
Wool, in grease "	37,930	76,325	France and Great Britain.
Woollen stuffs pieces	17,316	9,550	Egypt.

The import trade during the past year experienced a decrease by no means so considerable as might have been anticipated from the impoverished condition of a large portion of the population. During the seven years ending in 1867, the average annual value of imports into Morocco was 858,567*l.*, the annual imports from the United Kingdom during the same years averaging 698,877*l.* During the year 1868, the total value of imports amounted to 845,610*l.*, of which 674,942*l.* were from the United Kingdom. The falling off in the value of imports was, therefore, 12,957*l.*

The specie imported into Morocco during the year 1868 amounted to 45,272*l.*

During the year 1868, 4,480 bales of cotton goods, value 319,255*l.*, were imported into Morocco from Great Britain, the quantities imported during the two previous years being 8,508 bales, value 484,670*l.*, in 1867; and 9,358 bales, value 547,358*l.*, in 1866.

The following Table shows what were the principal articles of imports into Morocco during the past year, together with the quantity and value of each, and the countries from which they are imported:—

Articles.	Quantity.	Value.	Country.
		£	
Alum barrels	551	740	France and Great Britain.
Brass and Copper .. cwt.	288	1,641	Great Britain.
Caps, red dozen	925	1,074	France.
Candles cwt.	1,182	5,808	France.
Cardwire casks	135	810	Great Britain.
China and Earthenware } .. crates	791	7,440	Great Britain.
Cloth bales	391	30,928	France and Great Britain.
Cochineal cwt.	242	5,184	Spain.
Coffee „	2,996	10,006	Great Britain.
Copperas „	624	624	Great Britain.
Coral and Coral Beads } .. lbs.	435	1,728	Italy.
Cotton goods .. bales	4,557	324,020	Great Britain.
Cotton yarn .. cwt.	114	1,140	Great Britain.
Cotton, raw „	590	3,415	Chiefly France.
Deals dozen	1,305	3,887	Sweden and Portugal.
Drugs „	..	1,966	France.
Flour cwt.	2,650	3,120	France.
Fruit „	..	3,342	Spain.
Glassware cases	281	2,572	Great Britain.
Gum, Benjamin, .. cwt.	402	2,000	Great Britain.
Hardware cases	174	1,385	Great Britain.
Indigo lbs.	4,368	732	Great Britain.
Iron cwt.	31,897	17,938	Sweden and Great Britain.
Lead „	267	314	Great Britain.
Linen bales	38	6,650	Great Britain.
Looking glasses .. dozen	39,396	1,197	Trieste, via Gibraltar.
Matches gross	8,020	1,493	France and Spain.
Paper, wrapping .. reams	16,515	697	France.
Paper, writing „	11,498	3,473	France.
Petroleum boxes	1,254	1,381	Great Britain.
Rice cwt.	2,594	2,436	Great Britain.
Silk, raw „	498	32,575	Syria, via France.
Silk Stuffs cases	93	1,966	Great Britain.
Spices cwt.	2,068	5,036	Great Britain.
Spirits gallons	55,264	6,571	Great Britain.
Steel cwt.	1,556	1,677	Chiefly Great Britain.
Sugar „	39,180	79,107	France, Portugal, and Gt. Britain
Tea chests	3,251	24,122	Great Britain.
Tin boxes	454	848	Great Britain.
Wheat qrs.	475	1,220	France.

Foreign merchants engaged in trade in this country, who are in the habit of making advances to Moorish subjects on account of produce, or of selling to them goods on credit, have experienced great difficulty during the past two years in recovering their money, the peasants having been deprived of all means of satisfying the claims made against them, owing to the failure of the crops. The Governors of the Interior have also shown great disinclination to take steps to facilitate the payments of debts due to merchants by persons within their districts, and have evaded, under various pretexts, the applications made to them to send the debtors to the nearest seaport to settle with their creditors, as enjoined by Treaty. It is probable that, in consequence of the difficulty which merchants have met with in this respect, and the vexatious questions which have frequently arisen between the Moorish Government and the foreign representatives from this system of giving credit to Moorish subjects in the interior in a reckless manner, and often at exorbitant rates of interest, traders will abstain in future from the

practice, or at least that they will be careful to take good security before they advance money to natives who are not well known to them. Indeed, in some of the southern ports especially, very little business has been done for some months past, except for cash; and when advances are absolutely necessary to the growers of produce, they will probably be made through an intermediate class of men, persons of means residing at the seaports, who can give adequate security to the merchant by whom the money is advanced.

The distress which prevailed during the latter part of the year 1867, owing to the deficiency of the harvests in that and the two preceding years, continued unabated, or rather increased in severity during the early part of 1868. The sufferings of the country people were extreme, and many deaths from starvation occurred in the Riff and other districts. Typhus fever and cholera carried off a great number of the poorer classes, who fell easy victims to these diseases, owing to the suffering and privations they had endured. Cholera broke out in Morocco in the very commencement of the year, and did not disappear until the middle of October.

The harvest, though but middling, was more abundant than those of the three preceding years. The wheat and barley crops in the districts of Tangier and the Gharb were very good, but in other parts of the country they were rather deficient. The crops of maize and beans were very much below the average.

The prospects for the present year are cheering, the rains having fallen at opportune intervals; crops of all kind promise well, and there is great hope of an abundant harvest. The prices of wheat and barley are consequently unusually low. The pasturage is also very fine, and cattle are in an exceptionally fine condition. Rain is, however, required at the present moment in the district of Tangier, the showers which usually fall at this season having been delayed beyond the usual period.

Tangier, May 4, 1869.

NORTH GERMAN CONFEDERATION.

HAMBURG.

Report by Mr. Consul-General Ward, on the Trade of Hamburg during the Year 1868.

Course of Business.—During the last year, as in the year preceding, commercial operations at this port were conducted cautiously, the insecure political situation of Europe having repressed the spirit of enterprise within moderate limits, and discouraged any very brisk extension of the ordinary business. Besides this, the reaction upon trade of the insufficient harvest of the year 1867, in many parts of Europe, made itself felt also in 1868, and diminished the powers of consumption of the lower classes of the people, which of course influenced the portion of the import business intended for the supply of those classes. In the last months of the year, however, some improvement began to be perceptible; and the new year opened with the prospect that more favourable conjunctures were awaiting both the import and export trade, notwithstanding that the feeling of political insecurity might still require some degree of reserve on the part of the merchants. As regards shipping, the past year cannot be viewed otherwise than in a favourable light. The number and tonnage of sea-going ships which arrived at and departed from the port has much exceeded the average of the last five years; and it is in ships of a large class, making transatlantic voyages, that such increase has shown itself the most conspicuously.

Zollverein Custom-house.—The accession of Hamburg to the North German Confederation has brought with it some alterations in the commercial life of the place, among which may be mentioned the establishment of a Zollverein Custom-house on the 1st of November last, for the traffic into the interior by the railways and the post, and where, when the buildings are complete, goods may likewise be cleared for all the stations on the Upper Elbe. It has also been determined to erect, in the neighbourhood of the city, a set of spacious warehouses in which the produce and manufactures of the Zollverein States may be deposited under official control, by way of encouragement to the trade in German goods and German industry in general. The Company which has undertaken the formation of this extensive warehousing dépôt begins its operations with a subscribed capital of 1,000,000 Prussian dollars. In connection with these measures stands the question of allowing a credit for Zollverein duties to the importers of foreign goods, which is under the consideration of the Council of the North German Confederation.

Extension of Zollverein.—The extension of the Zollverein frontier in Northern Germany has made rapid progress in the course of the past year. The Duchies of Schleswig and Holstein had already been included within the Union in July 1867. The accession of the Duchy of Lauenburg, with the Hamburg village of Geest-hacht, took place on the 1st of February, 1868; that of the greater part of the Hamburg territory of Bergedorf, with part of Billwärder, on the 11th of February; and that of the two Grand Duchies of Mecklenburg-Schwerin and Mecklenburg-Strelitz, and of the free city of Lubeck, with certain Prussian *enclaves*, followed on the 11th of August. The bailiwick of Ritzebüttel, and the

rest of the bailiwick of Bergedorf, with other small portions of Hamburg territory, were finally annexed on the 1st of November last; so that the Customs frontier now approaches within a very short distance of Hamburg. The whole of North and South Germany, exclusive of Austria, is now in fact included within one Customs line, with the exception only of the limited space allotted to the free ports on the Elbe and the Weser, in return for which freedom heavy annual payments are made into the Federal treasury by the Governments concerned. The people of the German States therefore enjoy an entire community of Customs duties; and the inland taxes on tobacco, beer, and brandy, formerly established in the Zollverein, have also been extended, on an uniform principle, to all the territories newly annexed to the Union.

Cessation of Transit Duties.—It is satisfactory to be able to record that in consequence of the accession of Mecklenburg-Schwerin and Lauenburg to the Zollverein, the transit duties, formerly levied by those States on goods conveyed by the Hamburg-Berlin Railway, have at length ceased, and that British goods passing Hamburg in transit to the interior of Germany have in consequence been relieved from a burthen against which complaints have for many years been fruitlessly made. The Elbe tolls still continue to be levied, but the Prussian Government is desirous of their abolition; and it is hoped that the recent discussion of the subject in the German Parliament will have the effect of soon putting an end to this heavy charge upon the navigation, now that the land traffic on both sides of the river is free from all obstructions.

Financial Reforms.—The consolidation of the Post-offices, formerly maintained by various States at Hamburg, into one North German Post-office, has provided a great public convenience; and the introduction of an uniform postage of 1 silbergroschen per letter, into the whole of Germany and the Austrian empire, is working beneficially, though with a temporary loss of revenue. The North German Executive has likewise obtained some reductions of foreign postage by means of postal treaties with the Netherlands, Belgium, and other foreign States. The efforts of the free-trade party in Germany to procure important reductions of the Zollverein Tariff have not yet been successful; but those efforts will not be relaxed, and Hamburg continues to work in that sense through its representatives in the Customs Parliament. An alteration of the existing system of taxation for beetroot and foreign sugar respectively is especially desired in the interest of the sugar refineries of this city.

Commercial Treaties.—The commercial negotiations carried on by the North German Confederation, on behalf of the Zollverein, with foreign Powers, during the last year, have led to favourable results. Since the 1st of April, 1868, Denmark has admitted North German ships to its coasting trade, exclusive of that of the Danish colonies and Greenland. On the 30th of March a Treaty of Commerce and Navigation was signed between the Zollverein and Spain, and on the 12th of July a similar Treaty was concluded with the Papal States. The existing Treaties of Commerce and Navigation between Great Britain and the Zollverein, dated respectively the 30th of May and the 16th of August, 1865, have not yet been extended to the States which have subsequently become members of that Union; and therefore, at present, neither the Hanse Towns nor the two Mecklenburgs are bound by the stipulations of the last-mentioned Treaties.

The subjoined details relative to the shipping and commerce of the port of Hamburg, and the financial position of the Republic, are taken from the official Statistical Tables, with the addition of some private information.

HAMBURG.

SHIPPING AND NAVIGATION.

Sea-going Ships.—The number of sea-going ships, whether sailing-vessels or steamers, which entered the port from all parts of the world, and sailed from it respectively, in the course of the year 1868, was as follows :—

ENTERED.			CLEARED.		
Ships.	Burthen in Commercial Lasts.	Men.	Ships.	Burthen in Commercial Lasts.	Men.
5,297	681,185	67,351	5,287	679,486	67,430

The ships which arrived as above, in the course of the year, were thus distributed in respect of their nationality :—

Nationality.	No. of Ships.	Burthen in Commercial Lasts.	Men.
North German	2,476	248,097	26,629
Belgian	4	371	40
Danish	62	5,169	497
French	96	14,622	1,536
British	2,044	356,216	32,432
Italian	9	1,206	104
Dutch	321	19,399	2,242
Norwegian	152	18,833	2,324
Austrian	1	289	16
Portuguese	16	1,323	162
Russian	7	1,109	89
Swedish	61	6,212	673
Spanish	27	3,061	309
American	11	3,857	176
Guaytemayan	1	234	15
Hawaian	3	446	53
Venezuelan	6	711	74
Total	5,297	681,185	67,351

Steamers.—The number of steamers comprised in that of the sea-going which arrived in 1868 was 2,150, reckoning each steamer as a separate ship for each voyage, and of those steamers 1,548 came from British ports. The actual number of steamers which entered the port of Hamburg, without adding together their separate voyages, was 218.

British Ships.—The proportion of the trade of Hamburg carried on under the British flag in the last year, was as follows (exclusive of 34 ships which lay at Altona) :—

British Ships Arrived.	Number.	Burthen in Commercial Lasts.	Men.
From Great Britain, viz. :—			
Colliers	821	201,551	} 32,432
Other ships	994	131,267	
From Colonial and Foreign Ports	229	23,398	
Total	2,044	356,216	32,432

Hamburg Ships.—The number of sea-going ships belonging to the port of Hamburg (which since the 1st of April, 1868, sail under the North German flag), was at the close of the year 467, and their total burthen 81,772 commercial lasts, including 35 steamers of the burthen of 12,285 commercial lasts, and with 7,330 horse-power. The number of ships registered at the adjoining port of Altona was at the close of the year 44, with a total burthen of 7,814 old lasts of 4,000 lbs., equal to 5,210 commercial lasts.

Total Ships in the Elbe.—The total number of sea-going ships which entered the Elbe in 1868, and ended their voyages at one of the three ports of Hamburg, Altona, or Harburg, was as follows:—

	Number.	Burthen in Commercial Lasts.
Hamburg	5,297	681,185
Altona (53,950 lasts of 4,000 lbs.) ..	977	36,300
Harburg (24,780 lasts of 4,000 lbs.) .	652	16,520
Total	6,926	734,005

Upper Elbe.—The traffic on the Elbe above Hamburg still continues large, although the navigation, so long as it is burdened with tolls, will hardly be able to compete with the railways open to traffic on either side of the river. The number of laden vessels which arrived at Hamburg and Altona from the ports of the Upper Elbe in the year 1868 (inclusive of 99 timber floats) was 5,549, and the total weight of their cargoes amounted to 11,047,696 centners.

Marine Assurance.—The value of the property assured at Hamburg against sea risks in 1867, was:—

	Marks Banco.
By Assurance Companies	606,278,100
By Private Insurers and Agents	110,674,300
Total	716,952,400

The amount of the premiums paid to the said companies (twenty-one in number) upon the property insured by them was 7,975,670 marks banco, and to private insurers and agents 1,019,600 marks banco, making a total of 8,995,270 marks banco, being at the average rate of 1·30 per cent.

The value assured in 1868 is not yet ascertainable, but the amount of stamp duties levied in that year on policies of marine assurance was 301,117 marks courant, being 14,022 marks more than in the previous year.

The rates of premium for assurance against sea risk only from Hamburg to the leading foreign ports in 1868, averaged as follows:—

	Per Cent.
Hull	1
Bristol or Liverpool	2½
London	1½
Havre	1½
Bordeaux	2½
Cadiz	2½
Vera Cruz	3
New Orleans	3
Havannah	2½
Brazil	2
Cape of Good Hope	1½
Bengal	2½
China	3½
California	3
Australia	2½
Peru	2½

with additional charges in some cases for homeward voyages, and for shipments of liquids, salt, or grain. It should however be remarked that these rates are determined not only by the ports to which the ships sail, but by the season of the year and the age and condition of the respective ships.

Emigration.—The number of emigrants forwarded from Hamburg direct to transatlantic countries in 1868 was 43,628, and of those who went indirectly by way of Great Britain 6,422, total 50,050, which greatly exceeds the average annual emigration of the last five years. The direct emigration from Bremen to transatlantic ports during the last year has, on the other hand, rather fallen off, although it reached the large number of 66,433 persons. It appears that within the last fifteen years Bremen and Hamburg together have sent nearly a million of emigrants across the ocean. The exact numbers were, from Bremen, 594,423; and from Hamburg, 379,456; together 973,879 persons from various parts of Germany.

Steamers to America.—The Hamburg-American Steam Packet Company was not fortunate in its business last year, and paid a dividend of 8 per cent. only to its shareholders, instead of the 16 and 20 per cent. respectively paid in the two previous years. The diminution of profits was owing partly to damages incurred by the steamers, but principally to its having been found necessary to reduce the passage fares in consequence of the increased competition of other vessels. The company has now ten first class steamers running regularly between Hamburg and New York, to which an eleventh, "The Silesia," now building at Greenock, is soon to be added. The contract for the conveyance of the British mails from Southampton has been given up; but that with the North German Confederation still subsists, and the conveyance of the mails from the United States to Europe affords an adequate remuneration. The voyages from New York to New Orleans and the Havannah in the winter season, will it seems be continued, though they have not yet been found profitable.

Marine Observatory.—The North German Marine Observatory, established at Hamburg about a twelvemonth since, has lately received a grant in aid from the Federal Government, and has begun to prove its utility in

collecting and diffusing nautical and meteorological information for the benefit of the shipping of all nations.

State of the River.—There has not been a severe winter in this part of Germany since that of 1864-65, when the navigation of the Elbe was closed for twenty-nine days. In the winter of 1867-68, the ice obstructed the navigation for one or two days only, and in that of 1868-69, the river was never entirely closed, although the shipping was inconvenienced for some few days by the floating ice. The highest and lowest tidal depths of water in the port of Hamburg during the year, above or below the normal watermark of $14\frac{1}{4}$ feet, were respectively + 15 feet 11 inches, and — 2 feet 8 inches. The average tidal depths in the same year were, flood + 8 feet 2 inches, ebb + 1 foot 2 inches above the normal watermark.

Tonnage Dues.—The tonnage duties on ships using the port of Hamburg remain unaltered. They are at the rate of 8 schillinge currency per commercial last ($2\frac{2}{3}$ d. per ton English) on laden ships, and the half only on those arriving in ballast, whilst ships returning in ballast as well as colliers and small craft are entirely free. The admeasurement fee on a ship's first arrival is $2\frac{1}{2}$ marks currency, or 3s. sterling.

Shipping at Harburg.—The sea borne trade of the neighbouring port of Harburg, would seem by the Vice-Consul's last report, to be rather on the decline. There are no longer any steamers plying between Harburg and British ports. The number of British vessels entered inwards there in 1868 was 146, being 31 less than in the previous year. One reason of this is that coals are now chiefly brought to Hamburg by steam colliers, and from thence lightered to places on the other side of the Elbe. Owing to the short fishing of herrings off the coast of Scotland their importation by Harburg has also fallen off in the last year. The insufficient depth of water in the branch of the Elbe called the Kohlbrand between Harburg and Altona, has long formed an impediment to the access of large ships, and it is hoped that the Convention signed on the 24th of June, 1868, between Prussia and Hamburg, for deepening that part of the river, will tend to accomplish the desired object.

Shipping at Cuxhaven.—At Cuxhaven there is not properly any foreign trade; but its position at the mouth of the Elbe attracts a great number of ships which put in for shelter against contrary winds, or when in distress in order to be repaired. In the last year 4 British and 13 German vessels discharged cargoes of coals in the port; 2 British vessels loaded wheat and salt respectively, and 1 German vessel loaded a cargo of beans. The renovation and enlargement of the inner harbour of Cuxhaven is proceeding at a heavy expense to the Government of Hamburg, and will doubtless be completed before the end of the year 1870. The necessary dredgings by steam in the quarantine ground, and the maintenance of the stone breakwaters and other erections belonging to the port, tend also to swell the annual budget for public works of the Hamburg Senate, without any prospect of remuneration beyond the benefits conferred upon navigation in general. In the course of the year 3 British vessels were stranded on the sand-banks at the mouth of the Elbe, and totally lost; the crews were however rescued and landed safely at Cuxhaven.

TRADE AND COMMERCE.

Imports.—The extent of the foreign trade of Hamburg during the last year will be seen in the following tables. They are confined to the imports, inasmuch as the exports can no longer be ascertained either in quantity or value, the official accounts of exports having been discon-

tinued since the year 1856, when the former export duty was abolished. But the trade of Hamburg being entirely one of transit, with the exception of such goods as are retained in the city for home consumption, or as the materials of manufactures, it follows that the imports by sea, added to those from the interior, represent very nearly the exports also, so that the amount expressed in the tables of imports may be taken as a fair indication of the whole trade of the port.

1. IMPORTS for the Year 1868.

Imports.	Weight.	Value.	Customs Levied.
	Centners.	Marks banco.	Prussian dollars.
By sea	27,421,121	473,633,720	145,787
By land or river ..	25,513,807	344,410,550	94,897
Total	52,934,928	818,044,270	240,684

2. WEIGHT and Value of Imports, exclusive of Coin and Bullion, for the Year 1868.

By Sea.			Total by Sea.	By Land and River.					Total by Sea, Land, and River.
From Transatlantic Countries.	From Ports of Europe and the Levant.	From and through Altona.		From Northern Europe.		From the Interior.			
				By Altona-Kiel Railway.	From and through Lubeck.	By Railway, inclusive of Harburg.	By Waggon	By River.	
Centners. 3,731,099	Centners. 20,662,712	Centners. 3,021,450	Centners. 27,415,261	Centners. 764,663	Centners. 1,610,962	Centners. 5,754,857	Centners. 1,371,920	Centners. 16,005,399	Centners. 52,923,062
Marks banco.	Marks banco.	Marks banco.	Marks banco.	Marks banco.	Marks banco.	Marks banco.	Marks banco.	Marks banco	Marks banco.
81,493,350	311,869,510	44,172,060	437,534,920	19,849,950	17,193,860	197,657,050	15,037,730	58,248,960	745,522,470

3. DESCRIPTION of Imports for the Year 1868.

Goods.	Weight.	Value.
	Centners.	Marks Banco.
Articles of consumption, viz., sugar coffee, and colonial produce	14,760,696	214,141,990
Building and burning materials, viz., wood, coals, &c.	26,157,987	18,037,710
Raw materials, yarns and partly manufactured articles	9,431,034	274,175,850
Manufactures of wool, cotton, silk, &c.	635,536	153,986,370
Artistic and industrial productions, viz., books, pictures, porcelain, &c.	1,937,808	85,180,550
Coin and bullion	11,867	72,521,800
Total	52,934,928	818,044,270

Passing to some of the leading articles of importation, the following notices are intended to convey a brief record of the business done, and of the prices which ruled at the close of the year.

Cotton Wool.—Cotton wool experienced in the first months of the year a brisk reaction of price against the gradually declining prices of 1867, which reaction reached its culminating point in the month of April. The imports were 255,366 bales, of which 168,978 bales were from England, and 173,493 bales were declared in transit. The sales amounted to 107,487 bales. The prices paid here in the month of December per lb. were:—

	Schillinge Banco.
Middling American	10½ to 11½
Rio and Santos	10½ „ 10¾
Laguayra	9¾ „ 10½
St. Domingo	9½ „ —
Surat	9 „ —
Bengal	7 „ —

The stock of cotton wool on hand at the end of the year did not exceed 5,600 bales.

Cacao.—The supply of cacao was unusually large, the imports having been 32,552 sacks, or 4,288,000 lbs., chiefly from Guayaquil. The demand was pretty brisk throughout the year, and at its close the prices per lb. ranged thus:—

	Schillinge Banco.
Caraccas and Angostura	8 to 11
Trinidad	6½ „ 6½
Guayaquil	5 „ 5½
Maranhaim and Para	5½ „ 5½
St Domingo	4½ „ 4½
Bahia	4½ „ 4½

Coffee.—The transactions in coffee during the year were very extensive, and the importation was larger than that of any year on record. The stock on hand at the close of 1867 was 21,000,000 lbs., and in 1868 the imports (5,449 casks and 889,734 sacks) weighed 118½ million lbs., of which only 16,000,000 lbs. remained on hand at the year's end. The imports from Brazil (Rio and Santos) amounted to about six-tenths of the whole, and those from La Guayra and Puerto Cabello took the next place. The quantity of Java coffee brought to market was about 6,000,000 lbs. The following prices per lb. were obtained in the month of December.

	Schillinge Banco.
Brazilian coffee, good ordinary	4 ² / ₁₆
St. Domingo „ „	6
La Guayra „ „	5½ to 6½
Java „ „	8 „ 10½
Mocha „ fine	10½ „ 14

Dye Woods, &c.—The quantity of dye woods and other dyeing materials imported was larger than for some years past. Of Campeachy logwood the imports were 18,400,000 lbs., besides 200,000 lbs. stock on hand; prices per 100 lbs. weight 5¾ to 6 marks banco. Of St. Domingo logwood, imports 17,000,000 lbs., besides 300,000 lbs. on hand; prices per 100 lbs. 3¼ to 4 marks banco. Of fustic from Cuba, Jamaica, and Maracaibo, imports 8,500,000 lbs., besides 900,000 on hand; prices per 100 lbs. 4½ to 7 marks banco. Of Lima red wood, imports 5,350,000 lbs., besides 700,000 on hand; prices per 100 lbs. 10 to 13 marks banco. Of Japan red wood, imports 1,500,000 lbs., besides 150,000 lbs. on hand; prices per 100 lbs. 9 to 9½ marks banco. Cochineal was in good demand; 3,550 serons were imported, in addition to 250 serons on hand; prices for silver grey Honduras, 2 marks 3 schillinge banco per lb., for Granville, as low as 14 schillinge per lb. Indigo likewise went briskly;

imports 3,525 chests, besides 200 chests on hand; prices for fine Bengal $7\frac{1}{2}$ marks banco per lb., for Guatemala $3\frac{1}{2}$ to 6 marks banco, and for Caraccas $2\frac{1}{2}$ to 5 marks banco per lb.

Corn and Grain.—Since the abolition of the English protective system the corn trade of Hamburg has lost its peculiarly speculative character, and has become like the trade in any other article dependent upon the actual wants of the population in foreign countries. In the first months of the past year the exportation of corn from Germany was brisk both to England and France, and the demand in the former country continued until the favourable results of the summer's harvests were clearly ascertained. Prices then fell considerably, and although the German proprietors held on their stocks as long as possible, they were finally compelled by want of money to sell, and wheat was shipped largely to England, Belgium, and Portugal, as well as some barley to England and to North America.

The market prices at the end of the year ranged as follows:—

Wheat, per last (60 barrels) of 5,400 lbs. gross weight, equal to $10\frac{9}{10}$ Imperial quarters, viz.:—

	lbs.	dols.*
Markish, weight of barrel ..	127 to 131 ..	162 to 164
Saal,	127 „ 129 ..	162 „ 163
Brunswick yellow „ ..	127 „ 129 ..	162 „ 165
Mecklenburg „ ..	132 „ 133 ..	166 „ 167

Rye, per last of 5,100 lbs., viz.:—

	lbs.	dols.
Mecklenburg, weight of barrel ..	125 to 128 ..	124 to 127
American	117 „ 126 ..	126 „ 130
Russian .. ..	.. ..	119

Barley, per last of 4,800 lbs., viz.:—

	lbs.	dols.
Saal, weight of barrel	107 ..	140 to 141
Chevalier „	110 ..	145 „ 147
Ditto, finest „	110 ..	159 „ 163

Oats, per last of 3,600 lbs., viz.:—

	dols.
Elbe and Holstein.. ..	84 to 89
Mecklenburg	88 „ 90

Beans, ordinary (horse-beans), per last f 5,520 lbs., 140 to 144 dollars.*

Rapeseed and Rübsen-seed, per last of 4,800 lbs., viz.:—

	dols.
Rapeseed	148 to 152+
Rübsen-seed	144 „ 148+

Vetches, per last of 5,600 lbs., 132 to 160 dollars,* according to size. Flax seed per 180 lbs. net 20 to 21 marks courant.

Hemp.—The quantity of hemp imported was 3,873 bales Russian, 200 bales Manilla, and 90 bales Sisal, in all 4,163 bales. The prices at the end of the year per 100 lbs. weight were—

Petersburg cleaned hemp..	34½ to 36 marks courant.
„ refuse „ ..	30 „ 33 „
„ part cleaned ..	30 „ 32 „
Manilla hemp	34 „ 40 „ banco.
Jute	18 „
Mexican fibre (per lb.) ..	5¼ to 6 schillinge,

* Hamburg dollars of 3 marks courant, or 3s. 7d.

+ Dollars of 3 marks banco, or 4s. 5d.

Resin.—Resin was supplied in pretty large quantities, especially American. The imports from America in the course of the year were 59,596 barrals; stock from 1867, 17,755 barrels; together 77,351 barrels. Prices in December,—for American, brown, per 100 lbs., $3\frac{3}{4}$ to 4 marks banco; for ditto, light, per 100 lbs., $4\frac{1}{2}$ to 6 marks banco. Of French resin the supply was 4,363 barrels, including 676 barrels from the stock of 1867; prices $5\frac{1}{4}$ to $6\frac{1}{2}$ marks banco per 100 lbs.; refined ditto, $7\frac{1}{4}$ marks banco. There was a great fluctuation of price in the course of the 12 months.

Hides and Skins.—The importation of hides and skins from Buenos Ayres, La Plata, Rio Grande, and other parts of South America, as well as from Africa and the East Indies, was larger than in any former year. It amounted to 665,000 pieces and 4,722 bales, besides the former year's stock of 28,000 pieces, and nearly the whole was sold *in transitu*.

The December prices varied according to quality and weight, and averaged per lb. as follows:—

	Schillinge Banco.
Buenos Ayres and La Plata, salted	6 to $6\frac{1}{4}$
Rio Grande, Rio Janeiro, and St. Catharina, salted ..	$4\frac{3}{4}$ „ 6
Ditto, dried	$9\frac{1}{4}$ „ $9\frac{1}{2}$
Ceara, Pernambuco, and Bahia, dry, salted ..	$6\frac{1}{2}$ „ 8
Angostura, Porto Cabello, and West Coast of America.	$7\frac{3}{4}$ „ 9
East Indian and African	6 „ $8\frac{3}{4}$

Rags.—The demand for linen rags was slack, especially in the first months of the year, whilst cotton rags throughout were much sought for. Those known as S.P.F.F. and C.S.P.F.F. went largely to America, which caused a rise of prices. The figures at the close of the year were per 102 lbs. weight—

	Marks Courant.
Rags, S.P.F.F.	$19\frac{3}{4}$ to 20
„ C.S.P.F.F.	16
„ F.F.	$13\frac{1}{4}$
„ Cloth	11 „ 20
„ Old rope	$8\frac{1}{2}$

Metals.—The transactions in metals on this market were inconsiderable. Zinc, which in some years has been brought here in large quantities for exportation was this year in small demand, the imports having been only 265,000 centners, in addition to the old stock of 40 000 centners. The prices ranged from 13 marks 2 schillinge to 13 marks 14 schillinge banco per 100 lbs. weight.

Woods.—Furniture woods generally went less briskly than during the last few years. Of mahogany the imports were 1,872,000 square feet, besides 516,000 feet of old stock, and the closing prices in blocks were from $4\frac{1}{2}$ to 9 schillinge courant per foot. Of rosewood the imports were 1,235,000 lbs., besides 496,500 lbs. of old stock. The closing prices were from 8 to 18 marks banco per 100 lbs. weight, according to quality.

Oils.—Among the various vegetable oils brought to this market olive oil continues to hold the first place. The quantity imported last year was small, about 2,300,000 lbs., and the stock on hand 260,000 lbs., the whole of which was sold before the end of November. The prices per 100 lbs. weight were—for Messina oil 38 marks banco, and for Malaga 38 to 42 marks banco. For Lucca and Provence oil the price ranged from $8\frac{3}{4}$ to $10\frac{1}{2}$ schillinge banco per lb. The consumption of petroleum, or rock oil, in Germany appears to be gradually increasing. The quantity in the Hamburg market last year was 171,289 barrels, and

10,420 cases, including 35,242 barrels and 3,919 cases of old stock respectively, a supply, however, much smaller than that available at either Bremen or Antwerp. The price of prime white petroleum at the end of December was $14\frac{1}{4}$ marks banco per 100 lbs. weight.

Rice.—The imports of rice were much larger in 1868 than for some years previous, owing, in a great measure, to the two successive bad harvests from which Germany has suffered. The quantity imported was equal to 313,000 sacks, whereas in 1867 it was 200,000, and in 1866 only 190,000 sacks. The stock on hand from 1867 was 64,000 sacks, and at the close of 1868 the stock was 160,000 sacks, so that the entire quantity of rice consumed in the year was 217,000 sacks, equal to 36,000,000 lbs. weight, against 32,500,000 lbs. in 1867, and 31,500,000 lbs. in 1866. The rice imported was almost entirely East Indian. The prices per 100 lbs. weight in December were—

							Marks Banco.
Java	..	..	..	..	..	..	8 to 14
„ shelled	..	..	..	..	..	..	13 „ 19
Rangoon	..	..	..	..	..	..	7 „ 7½
„ shelled	..	..	..	..	..	..	10½ „ 12½
Bengal	..	..	..	..	..	..	7½ „ 10

Spirits.—The quantity of raw and rectified potato spirit, and of rectified beet-root spirit brought to Hamburg in the year for the consumption of the place was about 100,000 hogsheads, chiefly from Prussia and Mecklenburg. Spirits were also in good demand for exportation to England and France. The prices at the year's end were as follows:—

							dols.*
Potato spirit, raw, 80° Tralles	..	..	..	..	..	..	21½
„ rectified, 90° „	..	..	..	..	..	..	27 to 29
Beetroot spirit „ 90° „	..	..	..	..	..	..	26½

Coals.—The importation of coals, chiefly from British ports, during the last year, for the consumption of Hamburg and further transit, is stated by the Chamber of Commerce to have been the largest on record, having reached 373,800 lasts, equal to 747,600 tons English, the market value of which was about 558,823*l*.

The Hamburg prices at the close of the year, per last (2 tons), were—

							Marks Courant.
Newcastle steam coals	..	..	..	..	..	..	28
„ inferior	..	..	..	..	..	..	26
Sunderland nut coals	..	..	..	..	..	..	25
Hartlepool „	..	..	..	..	..	..	24
Welsh „	..	..	..	..	..	..	39
Cokes	..	..	..	..	..	..	25

Some attempts have been made to introduce Westphalian coal here for the use of the steamers running to America, but it does not enter into competition with English coals in the consumption of Hamburg or the neighbouring districts.

Tobacco.—For sales of tobacco the first months of the year were unfavourable; but latterly the market improved, and Brazil, Cuba, and St. Domingo produce was in pretty good request. The importation of the last-mentioned article greatly exceeded the average of the last five years, and Porto Rico only exhibited a considerable falling off. The quantities of tobacco of various sorts imported in 1868, and the prices given for the finest qualities respectively, were as follows:—

* Hamburg dollars of 3 marks courant, or 3*s*. 7*d*.

Havanna, leaves..	15,500 serons..	40 to 150 schillinge banco per lb.
Yara and Guiza „ ..	2,100 „ ..	18 „ 36 „
Cuba „ ..	19,200 „ ..	12 „ 15 „
St. Domingo „ ..	61,000 „ ..	7 „ 16 „
Porto Rico „ ..	9,500 bales „	4 „ 6½ „
Varinas „ ..	1,200 baskets „	9 „ 16 „
Brazil „ ..	37,000 bales „	12 „ 24 „
„ rolls „ ..	3,700 pieces..	(not quoted).
Seed leaf „ ..	2,500 cases „	8 to 30 „
Hungarian „ ..	3,300 bales „	(not quoted).
Spanish stalks „ ..	6,000 „ ..	5 to 5½ marks banco per 100 lbs.
Other sorts, about „	4,000 „ ..	at various prices.

Tea.—The quantity of tea imported was 26,418 chests, besides 13,014 chests from the preceding year's stock. The sales were 25,471 chests. The prices in December, per lb., were—

	Schillinge Banco.
Congo, ordinary	13 to 14
Souchong „	16 „ 24
Pekoe „	15 „ 32
Hyson „	20 „ 40
Gunpowder, country	28 „ 46

Sugar.—The imports of foreign sugar were larger in 1868 than in the previous year, whilst those of beetroot sugar, owing to the deficient harvest, were considerably less. The stock from 1867 was 300,000 lbs., and the importation in the year amounted to 63,000,000 lbs., of which 20,000 lbs. were native beetroot sugar. The largest imports were from the East Indies. The prices, per 100 lbs. weight, were,—

	Marks Banco.
Havanna, Dutch Standard No. 19 to 20	22¼ to 23¼
Batavia, Dutch Standard No. 16 to 18	20 „ 22
Mauritius, yellow and grey	18 „ 20½
Calcutta, yellow and white	16½ „ 21

The sugar refineries have been in a languishing state for the last year or two, nor is their business likely to revive much until the Zollverein shall have altered its system of taxation, and equalised the duties on foreign and native beetroot sugar. The December prices, per lb., were,— for loaf sugar, 3¼ to 3½ schillinge; finer ditto, 3½ to 4 schillinge; candies, 3¼ to 4¾ schillinge; molasses, per 100 lbs., brown, 8¼ to 9¼ schillinge; light ditto, 9½ to 12½ schillinge banco.

Manufactures.—The quantity and value of the manufactured goods imported, as well as of yarns and other partly manufactured goods, has been already stated in the Table of Imports, No. 3. Neither the prices of manufactures, nor those of yarns, are officially quoted on the Hamburg Exchange; and such fabrics vary so greatly in quality and dimensions that a mere statement of their prices, without samples or patterns, even if it could be made correctly, would be of small utility to commercial men in England. The trade in manufactures being chiefly one of transit, the quantity retained for Hamburg consumption is comparatively of no importance.

British Trade.—The trade between Hamburg and British ports went on throughout the year quite as briskly as any other branch of business, though it suffered somewhat from the political conjunctures alluded to above. The official Returns show that the annual imports from Great Britain into Germany, by way of Hamburg, amount in quantity to about two-thirds of the whole of the goods imported by sea from Europe and transatlantic countries. In the last year the total weight of the imports into Hamburg from British ports was 17,422,476 centners, and their

total value 284,037,330 marks banco, or 21,039,800*l.* sterling. Of these imports the leading articles are described in the subjoined official Table. It does not distinguish the weights of the manufactured stuffs, or of some other articles comprised in it, but it gives the weight and value of the whole at the figures stated.

IMPORTS from Great Britain and Ireland in the Year 1868.

Articles.	Quantity.	Value.
	Centners.	Marks Banco.
Cotton wool	469,114	23,275,790
Sheeps' and shoddy ditto	91,364	10,017,740
Cotton yarn and twist	229,090	23,801,450
Woollen yarn. . . .	146,380	29,795,590
Linen yarn and thread	83,100	8,971,230
Cotton manufactures	..	24,713,690
Woollen "	..	26,916,930
Linen "	..	7,752,440
Silk "	..	3,480,790
Other manufactured stuffs	..	7,359,600
Silk (raw)	1,274	2,105,090
Pig iron	1,065,752	2,379,890
Wrought iron and steel	216,775	1,227,900
Rails and coarse iron manufactures..	237,721	1,496,250
Fine iron ditto	..	1,454,320
Machinery	..	7,844,900
Hides and skins	..	12,124,090
Coffee	171,547	5,765,780
Tea	21,625	2,558,730
Lasts.		
Coals and coke	296,266	6,235,070
Centners.		
Indigo	6,923	3,762,520
Linseed oil	83,773	1,914,320
Heads.		
Horses	760	1,064,100
Coin and bullion	..	32,021,660
Other articles	..	35,997,460
Total	..	284,037,330

Customs Duties, &c.—The Hamburg Customs Tariff, which imposes an *ad valorem* duty of $\frac{1}{4}$ per cent. currency on banco, except upon certain articles which are duty free, has been renewed until the end of 1869, with two modifications, viz.: first, that jute linens are now admitted duty free; and, second, that patterns of manufactures are relieved from duties, provided they are re-exported within a twelvemonth. The Customs yielded, in 1868, a revenue of 604,211 marks courant; the tonnage dues on shipping, 226,296 marks courant; and the excise on inland duties on consumption, 1,113,069 marks courant. These latter are now levied on a few articles only,—viz., bread, flour, cattle, meat, and beer, and on wine and spirits sold by publicans and retail dealers.

Cattle Market.—The cattle market of Hamburg has become of great importance, owing to the convenience of shipment to foreign countries. The exact number of cattle and sheep exported to British and other foreign ports cannot be ascertained; but the number and value of those brought to this market, during the last year, from Holstein, Mecklenburg, Hanover, and the interior of Germany, principally by railway, were as undermentioned:—

Description of Animals.				Number.	Value.
					Marks Banco.
Oxen and Cows	..	..	..	50,461	8,514,000
Calves ..	..	..	..	32,005	1,340,000
Pigs ..	..	..	..	232,432	8,200,000
Sheep and Lambs	..	..	..	163,091	2,416,600
Total	..	..	..	477,989	20,470,000

The average prices of the cattle sold in the Central and other markets at Hamburg, during the last year, are thus given, per 100 lbs. net weight :—

Description of Animals.				Marks Courant.	Schillings.
Oxen ..	..	..	..	38	9
Calves ..	..	..	..	41	15
Pigs ..	..	..	..	40	4
Sheep and Lambs	..	..	..	Not	stated.

Throughout the whole of the year the cattle in this part of the country were in a healthy state ; and although there were cases of sheep-pox upon some farms in Mecklenburg and Hanover, there is no reason to suppose that any diseased sheep have been shipped from the port of Hamburg.

Railway Traffic.—The traffic between this city and the interior of Germany, by the Hamburg-Berlin Railway, during the last year, was as follows :—

ARRIVED.			DEPARTED.		
Passengers.	Goods.	Cattle.	Passengers.	Goods.	Cattle.
Heads. 254,076	Centners. 4,039,041	Heads. 233,126	Heads. 227,913	Centners. 3,902,176	Heads. 3,352

The last annual dividend paid to the shareholders of this railway was at the rate of $9\frac{1}{2}$ per cent. on shares letter A, and $8\frac{1}{2}$ per cent. on shares letter B. The market price of the original shares, at the close of the year, was $165\frac{7}{8}$ per cent.

The entire traffic on the Altona-Kiel Railway, which connects Hamburg with Holstein and Schleswig, and with the Danish lines, stood in the last year as follows :—Passengers, 1,870,564 ; goods, 7,105,207 centners ; cattle, 42,338 head.

The last annual dividend paid by this Railway Company was at the rate of 6 per cent. on the original shares, which at the close of the year bore the market price of $112\frac{3}{4}$ per cent.

There is a third railway, having its terminus in Hamburg, viz., the short line to Lubeck, the property of the Lubeck-Buchen Railway Company. The traffic on the lines of this Company, in the last year, was as follows :—

Passengers.	ARRIVED.		DEPARTED.	
	Goods.	Cattle.	Goods.	Cattle.
Entire traffic. 320,000	Centners. 1,790,860	Heads. 15,377	Centners. 805,547	Head. 413

The Company's dividend was at the rate of $2\frac{3}{8}$ per cent., and the closing price of its shares was 65 per cent.

Bills of Exchange.—The amount of the bill-broking and discount business transacted at Hamburg in 1868 was as follows:—Number of bills, 296,689; stamp duties, 530,412 marks courant; value of bills, 678,927,000 marks banco. An official account is published monthly of all the bill-stamps issued; and the rate of stamp-duty being 100 marks courant per 128,000 marks banco, the approximative value of all the bills in circulation is easily ascertained.

Banks.—The business of the Bank of Hamburg, which, as is generally known, is based upon actual deposits of coin and bullion, amounted in 1868 to 2,017,728,836 marks banco, which was above the business of an average year. The quarterly assets of the Bank during the year, viz., the value of the silver in bars deposited on account, and of the silver, gold, and copper coin pledged as security for loans, were,—

						Marks Banco.
March 31st	..	..	..	..	..	19,723,967
June 30th	..	..	..	..	..	20,899,685
September 30th.	..	..	..	..	..	23,286,213
December 31st	..	..	..	..	..	15,600,376

The business of the two joint-stock banks continues very large, in addition to that of the private bankers. The former still keep their accounts in marks banco, unless a credit in marks courant is specially desired by a customer. The transactions of the North German Bank amounted in the year 1868 to 3,548,075,071 marks banco, and the dividend declared for the year was at the rate of $8\frac{3}{10}$ per cent. on the paid up capital of 20,000,000 marks banco. The transactions of the Union Bank in the same year amounted to 2,550,868,960 marks banco, and the dividend upon the paid up one-fifth of its capital of 4,000,000 marks banco was at the rate of $9\frac{1}{2}$ per cent.

Course of Exchange.—The course of exchange for bills on London was not subject to any great fluctuation throughout the year. For three months' bills the highest course was in September, viz., 13 marks $8\frac{3}{4}$ schillinge banco, and the lowest in December, viz., 13 marks $6\frac{1}{8}$ schillinge banco per 1*l.* sterling; average of the year 13 marks 7 schillinge banco per 1*l.* sterling. For short bills, highest course in September, viz., 13 marks $9\frac{3}{4}$ schillinge; lowest course in December, viz., 13 marks $7\frac{1}{2}$ schillinge; average course of the year 13 marks $8\frac{1}{4}$ schillinge banco per 1*l.* sterling.

The comparative value of Hamburg currency and banco on an average of the year was 125 $\frac{3}{4}$ marks courant, equal to 100 marks banco.

Discount.—The highest rate of discount charged for first-rate paper was in the month of December, viz., $3\frac{3}{4}$ per cent., and the lowest in September, viz., $1\frac{1}{2}$ per cent. The average rate of discount for such paper during the entire year was $2\frac{1}{8}$ per cent.

Measures, &c.—The English equivalents of the measures, weights, and moneys stated in this Report will be found in the subjoined Table:—

Measures.

Hamburg.	British.
100 feet in length (or 91·307 Prussian)..	= 94·021 feet in length.
100 „ square	= 84·400 „ square.
100 „ cubic	= 83·115 „ cubic.
100 ells of cloth	= 62 681 yards.
100 barrels (fass) of corn	= 18·901 imperial quarters.
100 quarts (viertel) of liquid (or 632·78 Prussian quarts)	= 159·470 imperial gallons.
1 commercial last, of 6,000 lbs..	= 3 tons burthen.
1 ship „ of 4,000 „	= 2 „
1 corn „ of 5,400 „	= 10·90 imperial quarters.
1 coal „ of 4,800 „	= 2 tons avoirdupois.

Weights.

100 lbs. or 1 Customs centner	= 110·232 lbs. avoirdupois.
100 marks bank weight	= 62·6554 lbs. troy.

Moneys.

1 metrical lb. fine silver (fixed value 500 grammes)	= 59½ marks banco.
1 ditto fine gold	= 925¾ marks banco.
100 marks banco	= 7 <i>l.</i> 8 <i>s.</i> 2 <i>d.</i> sterling.
100 marks courant	= 5 <i>l.</i> 17 <i>s.</i> 8 <i>d.</i> „
100 Prussian dollars	= 14 <i>l.</i> 14 <i>s.</i> 2 <i>d.</i> „

According to the terms of an Ordinance issued on the 17th of August, 1868, the metrical system of weights and measures as used in France, is to be introduced into the States of the North German Confederation on the 1st of January, 1872, with the option to parties by mutual consent to use such new weights and measures from the 1st of January, 1870.

AGRICULTURE.

Soil and Crops.—There has been no material change within the last year in the cultivation of the soil of the small territory of Hamburg, comprising about seven square German miles. It is divided into the Geestland and the Marschland. The former, originally part of Holstein, is light and sandy. About one-fourth of it is used as grass land; the rest is under the plough, but unless well manured produces scanty crops. The district round Bergedorf is chiefly laid out in garden ground for the supply of the city market. The Marschland consists of the islands in the river Elbe and its branches, and of the lands on each side of their course. The soil is a strong clay mixed with alluvial deposits, and about two-thirds of it are under the plough, the rest in grass. The land in the bailiwick of Ritzebüttel, at the mouth of the Eibe, is light and sandy like the Geestland, and rather adapted to sheep-runs than to the cultivation of grain.

The crops on the Hamburg soil, and on that of the surrounding country in Hanover and Mecklenburg were happily more productive than those of the year before, but were in some instances of middling quality only. The yield of rapeseed was particularly good; that of wheat and rhye tolerably good; and that of oats and barley below the average both in quantity and quality. The bean crops, as well as those of potatoes, were plentiful, but on account of the dryness of the summer the latter have not kept very well. The market prices of corn and grain at Hamburg have already been stated under another head of this Report.

POPULATION AND INDUSTRY.

Inhabitants.—The population of Hamburg continues to increase, and may be expected to develop itself much more largely, not only on account of the excellence of the port, but owing to the abolition of the old restrictive trade laws, and the liberty now conceded to foreigners to carry on business here upon the same footing as citizens. The last census was taken in December 1867, and the present estimate of the population is—city and suburbs, 230,000 souls; rural districts and towns, 85,000 souls; making a total of 315,000 souls, of which about 65,000 do not belong to the Republic, but are the subjects of other German and of foreign States.

Occupation.—The great majority of the people derive their means of subsistence from commerce and navigation, others are employed in agriculture, garden cultivation, and building, which still goes on to a great extent. The manufactures of Hamburg are also of some importance, such as sugar refining, brewing, distilling, iron working, copper smelting, engine and carriage building, cotton spinning, biscuit baking, meat curing, and the fabrication of cement, chemical stuffs, soap, and alcoholized wines. The value of the exports of Hamburg produce and manufactures may be at present 27,000,000 or 28,000,000 marks banco, or above 2,000,000 sterling; but as three-fourths of those goods are only partially worked or improved, and not wholly made in Hamburg, the profit which they leave to the manufacturer is but small, and the Zollverein Tariff is an impediment to their admission into the interior of Germany. Hence the opinion which prevails among the manufacturing classes that it would be an advantage to Hamburg to be included within the Customs frontier, and to substitute a good warehousing system for the privilege of a free port. However, as things stand at present, it cannot be disputed that the population of Hamburg is generally well employed, and that notwithstanding the great rise which has taken place of late years in the necessaries of life, there is less pauperism and actual distress among the working classes here than is the case in many other large trading and manufacturing towns.

PUBLIC WORKS.

New Railways.—The intended new line of railway from Hamburg by Osnabruck and Munster to Venloo, and which is also to connect the two Hanseatic cities of Hamburg and Bremen, was noticed in last year's report as having been undertaken by the Cologne-Minden Railway Company, under a guarantee from the Prussian Government. Ground has already been broken in this important line, and it is expected to be completed within the next four or five years, when the time required for the journey from London or Paris to Hamburg will be lessened by several hours, and the interests of the German trade with Belgium and Holland will be greatly advanced. The railway bridge to be constructed across the Elbe, a little above the city of Hamburg, is to be on the same plan as that over the Rhine at Cologne, and under the superintendence of the same eminent engineer.

Wharfs.—The new wharf on the Elbe at the Sandthor, opened in 1867, has proved a great convenience to shipping, and was so much resorted to in the course of the last year, that the space and warehouse room have been found insufficient, and the wharf is therefore about to be considerably extended. It is surprising that a great port like Hamburg should so long have been in want of proper quays or docks, and that so many ships should still be obliged to discharge their cargoes into lighters,

whilst lying in the river. The plan of erecting a new wharf with warehouses at the Grasbrook has not yet been carried into execution, or even begun with. The scheme of a warehousing depôt at the Sternschânze has already been noticed.

GENERAL REMARKS.

Hamburg Finances.—The financial budget of the republic of Hamburg for the current year, as submitted by the Senate to the Burgership at the close of 1868, amounts to nearly the same sum as in the previous year, but the deficit is less, owing to the increased productiveness of the taxes, and to some reductions of the expenditure, principally under the head of public buildings. The following is a summary of the expenditure and of the revenue for 1869 :—

EXPENDITURE.					Marks Courant.
Senate and Burgership ..	..	..	..	..	430,038
<i>Administrative Departments, viz. :—</i>					
1. Finances (including 4,047,139 marks courant interest of public debt) ..	..	..	..	..	4,909,674
2. Trade and Commerce ..	..	..	..	..	315,207
3. Public Buildings ..	..	..	..	..	1,816,832
4. Military ..	..	..	..	..	21,450
5. Education ..	..	..	..	..	168,669
6. Justice ..	..	..	..	..	423,269
7. Police ..	..	..	..	..	1,165,813
8. Charitable Institutions ..	..	..	..	..	1,078,680
9. Foreign Affairs ..	..	..	..	..	55,750
10. Suburbs and Rural Districts ..	..	..	..	..	238,252
11. North German Confederation for Federal purposes ..	..	..	..	..	2,369,365
12. Extraordinaries ..	..	..	..	..	400,600
Total ..				..	13,393,599
Or ..				..	<u>£787,858</u>

RECEIPTS.					Marks Courant.
1. State Property, Domains, and Royalties ..	..	..	..	..	1,854,389
2. Taxes and Duties ..	..	..	..	..	10,017,300
3. Official Fees ..	..	..	..	..	735,000
4. Extraordinaries ..	..	..	..	..	41,500
Deficiency to be made good by increased taxation, and by balances in hand from former years. }					744,910
Total ..				..	13,393,599
Or ..				..	<u>£787,858</u>

The above statement shows that whatever may be the eventual advantages to Hamburg arising from its admission into the North German Confederation, the new order of things has cost the Republic a very high price, and has tended to augment the burthen of taxation borne by the inhabitants. For the privilege of continuing to enjoy its free port Hamburg is obliged to make a large annual payment, called an *aversum*, into the Treasury of the Zollverein, which payment was fixed for the year 1869, at 699,890 Prussian dollars, or 103,000*l.* sterling, to which is added 247,846 dollars as a matricular contribution to the Federal army, making together 947,736 Prussian dollars, equal to 2,369,330 marks courant, or about 140,000*l.* sterling, a heavy imposition enforced in order to the advancement of German unity, and from which on immediate relief appears to be anticipated.

Hamburg, June 5, 1869.

LEIPZIG.

Report by Consul-General J. A. Crowe on the Leipzig Easter Fair of 1869.

THE Easter Fair at Leipzig was held early this year, and closed on the 1st instant. Large quantities of goods had been brought in and stored, and hopes were entertained that a brisk business would be done; in part these hopes were realized, but the price of wool remained too low to allow of a remunerative trade in cloths. It is pretty evident that the Saxon manufacturers, after losing the North American market by a high tariff, have diminished their production, so as not to overstock their remaining markets, but time must elapse before they fully recover, and they do not think it likely that they can by any efforts open new outlets as profitable as the old ones. The fair is said not to have been up to an average, but it was better than previous ones, and its results are considered as strengthening the theory that we are slowly recovering from the depression of the last few years.

Hides and Leather.—The trade in hides was large, the quantity of goods offered heavy, and prices lower than at Michaelmas. Ox hides ruled generally about 10s. per centner* under the quotations of last autumn. Lamb alone was strongly inquired for, a consequence, no doubt, of the run upon German lambskin gloves for the United States.

Of leather, the supply was short, and the market was cleared in two days at the following quotations:—

SOLE Leather.

				£	s.	d.	£	s.	d.	
Prüm	..	..	per centner	6	9	0	to	7	4	0
Siegen and Malmedy	..	..	..	6	0	0		7	4	0
Luxemburg and Treves	..	..	..	6	6	0		7	4	0
Eschweiger	..	..	..	6	12	0		7	4	0
German	..	..	..	6	0	0		6	18	0
Cow	..	..	..	5	14	0		6	6	0

UPPER Leather.

		s.	d.	s.	d.
Ox	per lb.	1	4 $\frac{3}{4}$	to	1 6
„ light .. .. .	.. .. .	1	9 $\frac{3}{4}$		1 10 $\frac{3}{4}$
Calf, brown .. .. .	.. .. .	2	9 $\frac{1}{2}$		3 2 $\frac{1}{4}$
„ light .. .. .	.. .. .	3	6		4 6
Black lacquer .. .. .	.. .. .	1	2 $\frac{1}{4}$		1 6
Sheep's leather .. .. .	.. .. .	0	6		0 6

Woollens.—Characteristic of this branch is the fact that for coarse black or coloured cloths of middling texture there was no demand, whilst a strong run was made on pattern cloths. It has been observed that the demand for plain stout cloths is being more and more confined to the North, the light stuffs finding customers in Central and South Germany. At the fairs of Frankfort-on-the-Oder plain cloths have a better sale. These fairs take place just before those at Leipzig, and there the Bremen, Hamburg, and Dutch houses supply themselves. Buyers of woollens from those parts were not to be seen at Leipzig this Easter, and this was so much loss to the makers from Finsterwalde, Guben, Görlitz, Sommerfeldt, Schwiebus, and Bischofswerda. In these places manufac-

* 1 Centner = 110 $\frac{1}{4}$ lbs. avoirdupois.

turers still cling to plain cloth, whereas in the Saxon towns of Oschatz, Döbeln, and Grossenhain, they have taken to pattern cloths. But pattern cloths require not merely industry and technical skill in the maker, they also require taste and a knowledge of the fashions. The most successful this year were Leisnig, Luckenwalde, Forste, and Spremberg, for coatings, trouserings, and the like; and Grossenhain, Crimmitschan, Grünroda, Brandenburg, and Cottbus. Rhenish houses were less numerously represented than usual.

Cottons.—The trade in cottons was less animated than had been expected. Quotations of raw cotton had risen, but buyers were extremely circumspect, and refused to give higher prices for calicoes and heavy stuffs than had ruled before the rise. Under these circumstances the agents for South German and Silesian houses entered into a comparatively small number of engagements, and it is supposed that (unless cotton again falls) there will be a chance once more for cheap woollens to compete with low-class cottons. Half cottons had a bad fair, for the reasons above stated.

Linen.—The usual business was done in linen. There was a small supply, but prices kept their old level.

Silks.—It is curious to note how fashion meets the high price of silk by reducing the size of all articles in which silk is used. There never were such small bonnets, such small cravats, or slips, or bands as now. The only exception is velvet, and in velvet stuff and ribands the fair was a very good one.

Gloves.—In lambskin gloves a very good fair was made, and much was bought for the United States, where the article competes by its cheapness with French kid.

Furs.—There was an unusual number of Greeks at the fair, who bought chiefly red fox, lynx, minx, squirrel bellies, cats, fox, and hamster. There were Polish and Russian buyers for beaver, skunk, and bears. The German trade took squirrels, French rabbits, iltis, and Crimean lamb. English, French, and American houses supplied themselves with ermine and white cat, the former at the highest prices that have been known; the latter as a surrogate for ermine. The Austrians preferred martens. For hares there was no demand; for black cats, badgers, and Russian lamb, strong inquiry. A few quotations of German furs follow:—

					£	s.	d.	£	s.	d.	
Foxes ..	..	..	..	per 10 skins	2	6	0	to	2	11	0
Otter ..	..	..	..	per skin	0	15	0		0	18	0
Tree Martens..	..	..	..	..	0	15	0		0	18	0
Stone Martens	..	..	..	..	0	12	0		0	13	6
Iltis ..	..	..	..	per 40 skins	8	8	0		10	10	0
Black Cats ..	..	..	..	per skin	0	2	6		..	..	..
Hamster belly	..	..	..	..	0	4	3		..	..	..

Hardware.—There was the usual business in French and English goods, but the Austrian supply was larger and more in demand than ever. There was a large sale, and a good selection of Swiss watches and French clocks.

Leipzig, May 12, 1869.

MEMEL.

Report by Mr. Vice-Consul Ward, on the Trade and Commerce of Memel for the Year 1868.

THE general state of trade at Memel, during the year 1868, was of an unsatisfactory character. Although there was no imminent danger of war, the feverish excitement which has been kept alive in most of the European States, by the existence of immense standing armies since the year 1866, and the effects of which are felt most keenly by the mercantile world, had a most depressing influence on the commercial transactions at Memel. At the same time it must be observed that the isolated position of Memel, its want of communication with the interior during a great part of the year, and the effects of the Russian prohibitive Customs system, as well as the growing competition of other Baltic ports, are the chief causes of the decline in the trade of this port, and of the gradual disappearance of many branches of business, such as the forwarding trade, the trade in Colonial produce, in manufactures, in Scotch herrings, in iron ware, and other articles.

SHIPPING AND NAVIGATION.

The total number of ships which arrived at the port of Memel, during the year 1868, was 1,004, and their burthen 103,243 lasts.* The number of ships which sailed from Memel during the year was 1,019, of 105,596 lasts burthen. Compared with the three previous years, these numbers will stand as follows :—

Year.	Arrivals.		Departures.	
	Number of Ships.	Burthen in Lasts.	Number of Ships.	Burthen in Lasts.
1865	929	115,210	926	114,412
1866	929	114,358	926	113,168
1867	980	106,429	989	107,586
1868	1,004	103,243	1,019	105,596
• Average of 4 years..	961	109,810	965	110,190

It appears, therefore, that though the number of ships which arrived and departed in the year 1868 was larger than the average number of the last four years, their burthen was considerably less.

Classified according to their nationality, the ships which arrived at Memel during the year belonged to the following countries :—

* 1 last equal to 4,410 lbs. avoirdupois.

Nationality.	Arrivals in 1868.
British	110
North German	647
Dutch	87
Norwegian	78
Swedish	9
Danish	40
Russian	24
French	6
Belgian	3
Total	1,004

As regards British shipping more especially, the arrivals during the past year, compared with those in the four previous years, were as follows :—

Year.	Arrivals.
1864	242
1865	109
1866	95
1867	68
1868	110

A slight increase has therefore taken place since the year 1865 in British shipping. The year 1864 having been the year of the Danish war, during which British ships were employed in the Baltic trade in preference to those of Northern Germany, cannot be taken into account in this respect.

The destination of the ships which departed from Memel in the year 1868 was as follows :—

Destination.	Number of Ships.	Burthen in Lasts.
Great Britain	508	77,812
Belgium	55	7,884
Prussia	124	4,120
Netherlands	52	3,610
Bremen	94	2,638
Hanover	62	2,509
France	14	1,243
Schleswig and Holstein	19	658
Hamburgh	12	324
Oldenburg	8	320
Mecklenburgh	1	35
Sweden	6	303
Norway	8	280
Portugal	1	211
Russia	3	152
Spain	1	98
Denmark	3	67
South America	3	606
Ships calling at Memel for orders, for freight, or other purposes, but de- parted again from Memel, destina- tion being uncertain	45	2,726
Total	1,019	105,506

The shipping belonging to the port of Memel, at the end of the year 1868, consisted of 98 sailing-vessels, of 23,285 lasts burthen; and of eight small steamers, which are employed as tug-boats, or for conveying passengers and goods on the inland waters. Four ships were lost, two new ships were built at Memel, and two were purchased in foreign ports during the year.

Freights for articles of export at Memel were very low throughout the year. Freights for articles of import, such as salt and coals, being high, repaid the shipowners for their losses in other respects, to some extent.

The average depth of water at the entrance to this port, during the year, was 18 Prussian feet.

The Marine Mutual Insurance Society at Memel continues to work satisfactorily. At present there are 86 ships insured in it for 1,458,160 Prussian dollars. The premium paid by first-class vessels during the year 1868, after allowing for all expenses of the Society, was about $6\frac{1}{2}$ per cent.

The "German Society for Saving Shipwrecked Persons" established its most northern station at Nimmersatt, a small village on the Russian frontier near Memel, in last October. The station consists of a rocket apparatus, which is considered to be better adapted for cases of shipwreck in that locality than a lifeboat. It is to be hoped that the beneficial effects which have already been experienced during the short time this Society has been in operation may lead to the establishment of a similar institution in Russia, where efficient means for saving shipwrecked persons and property are much wanted in many parts of the sea-coast.

TRADE AND COMMERCE.

The causes of the decline of trade at Memel have been pointed out in the introduction to this Report, as well as in my former Reports on the trade of this port. They have been dwelt upon at length in petitions and addresses to the King of Prussia and the Chamber of Deputies from the inhabitants of this district, and they have been repeatedly stated in the Annual Commercial Reports of the Memel Mercantile Corporation.

The amount of the exports from Memel, during the year 1868, experienced a further decline. The amount of imports was rather larger, owing to the considerable importations of corn, flour, and potatoes, which were sent to this district in order to alleviate the great distress which prevailed amongst the population. The value of the imports was 2,249,300 Prussian dollars, and that of the exports 5,275,990 Prussian dollars. Compared with the three previous years, these numbers will show the gradual decline of trade which has taken place :—

Year.					Value of Imports and Exports.
					Prussian dollars.
1865	..	..	..	..	9,585,000
1866	..	..	..	..	8,626,230
1867	..	..	..	..	7,875,210
1868	..	..	..	..	7,525,200

The quantities and value of the principal articles of import and export in the year 1868 are given in the two following Tables :—

IMPORTS by Sea in 1868.

	Quantities.	Value in Prussian dols.
Salt, Torrevieja	694,609 centners	300,000
„ St. Ubes	7,965 „	3,000
„ English	431,430 „	157,000
Herrings, Norwegian	29,491 barrels	192,000
„ Scotch and other kinds	358 „	2,000
Coals and coke	1,085,130 centners	311,000
Linen and other textile manufactures.	9,010 „	318,000
Colonial produce	..	237,520
Iron and iron wares	12,244 „	85,100
Wine and spirits	15,681 „	150,600
Potatoes	113,661 scheffels	135,600
Corn and other agricultural produce	..	177,795
Other articles	..	179,685
Total	..	2,249,300

EXPORTS by Sea in 1868.

	Quantities.	Value in Prussian dols.
Wood.—(1.) Fir and whitewood, viz. :—		
Timber	141,916 pieces	1,170,810
Laths	12,316 „	55,425
Timber ends	1,840 „	5,520
Sleepers	67,885 „	50,910
Half-sleepers	3,949 „	1,645
Deals	398,253 „	331,880
Battens	8,936 „	4,470
Deal-ends	20,917 „	6,275
Planks	1,422,676 „	355,670
Plank-ends	11,254 „	1,510
Lath-wood	1,420 fathoms	31,240
Rails	6,600 pieces	60
Staves	300,967 blocks	45,145
Scantling and battens	241,329 pieces	4,020
(2.) Oak, viz. :—		
Timber	2,299 „	19,890
Thickstuff	249 „	2,490
Wainscottings	5,054 „	80,865
Clapboards	873 schocks*	55,000
Deals	696 pieces	2,090
Staves, of all kinds	41,375 schocks	379,375
Sleepers	19,864 pieces	26,400
(3.) Birch Stavewood	308,351 „	20,560
Agricultural produce	..	566,175
Bones	10,342 centners	15,000
Flax	60,520 „	801,500
Rags	131,716 „	523,860
Ox-hides	711 „	15,015
Calf-skins	2,385 „	96,600
Other articles	..	93,500
Total	..	5,275,900

* 1 shock equal to 60 pieces.

As the official statistical Tables do not contain an account of the countries from which the above articles were imported, and to which they were exported, it is not possible to give a detailed statement of their origin and destination. By reference to the above Tables of shipping, it will however be seen that about one-half of the exports were destined for Great Britain, as out of 1,019 ships cleared from this port during the year, 508 were bound for that country.

The transactions in the leading articles of trade at Memel, in the year 1868, were as follows, viz. :—

Wood.—During the whole of the year the business in wood at Memel was unsatisfactory, owing partly to the dull state of trade in general, and partly to the disadvantages under which the wood trade labours at Memel, and which, by increasing from year to year, render it more and more difficult for the exporters to compete with those in other Baltic ports.

The greater part of the wood coming to the Memel market is supplied by the extensive forests near the banks of the rivers Don and Dnieper in Volhynia; but owing to the large quantities of timber which have been cut down, the distance which the timber has to be conveyed by land carriage to the rivers has become very considerable. The costs of transport of the timber from the forests to Memel have therefore become greater than the value of the wood itself; and it is only by earning a small freight for corn brought down the rivers upon the timber-rafts that the Russian merchants are able to gain a trifling profit by their long journey; but last year even this expedient was rendered impracticable, owing to the failure of the harvest in Volhynia in the year 1867, and the Russian merchants were consequently unable to sell their timber, excepting at high prices.

The prices of fir timber fell in spring, and did not recover till autumn, when small quantities were sold at slightly advanced rates.

The entire stock of oak timber was exported during spring at fair prices, but no fresh importations of this article took place, as all the oak timber coming down the Niemen was sold at Kowno for the account of various Russian Railway Companies.

Business in oak wainscottings was most discouraging, and the competition of Riga in this article is severely felt at Memel.

A large quantity of oak staves arrived here during the year from Russia. Prices were however about the same as in the year 1867. Business altogether was dull, and should not a rise of the prices of staves soon take place in England and other countries, it is much feared that the trade in this article will in future fall off considerably.

Business in planks and deals of all kinds was very fair, and the old stock was cleared off at average prices.

Birch stave-wood, an article which has only been exported from Memel since about four years, was in good demand. Large quantities were sent to Scotland, where the birch staves are used in making herring barrels.

Corn and Grain.—The total failure of the harvest of the year 1867, prevented the possibility of any larger quantities of corn being exported from Memel during last year. The following table will show to what extent the exports fell short of those in former years :—

Amount exported in the year.						Rye.	Barley.	Oats.
						Lasts.	Lasts.	Lasts.
1866..	..	..	..	..	..	2,246	1,320	2,716
1867..	..	..	..	..	..	4,524	995	2,458
1868..	..	..	..	..	..	158	43	776

The business of the corn merchants was accordingly limited to the importation of the different kinds of corn with which this district and the neighbouring parts of Russia had to be supplied.

Flax.—The result of the transactions in flax during the year may be called satisfactory. Large quantities were brought to market in the beginning of the season, prices evincing an upward tendency. From Wilna no flax could be sent to Memel, on account of the want of railway communication. The ports from whence these superior kinds of flax are exported, are Königsberg and Riga. Considerable quantities of the inferior sorts arrived here from the adjoining parts of Russia during the autumn, a large part of which remained in the hands of the dealers at the end of the year.

Linseed.—2,942 lasts of linseed, valued at 470,000 Prussian dollars, were exported during the year from Memel. Prices in the beginning of the year stood at 80 to 90 silbergroschen per scheffel (of 105-109 lbs. Dutch), but fell to 70 and 80 silbergroschen during summer, in the autumn 85 and 90 silbergroschen were paid for linseed of 1868 crop.

Calf Skins.—These were chiefly exported to Germany. The trade in this article has declined of late for want of a railway connecting Memel with Tilsit.

Rags.—The paper trade of Great Britain, the chief importer of Memel rags, has not assumed a more flourishing aspect during the last year. In order to be able to compete with other countries, the English paper makers are now obliged to manufacture a cheap article, and not being able to attain this by using rags, they have to resort to various cheaper substitutes, amongst which Esparto grass plays the most prominent part. The Memel merchants find it impossible to reduce the prices of rags, as the expenses attending the collection and carriage of this article, and the growing consumption thereof in Russia, from whence it is brought to Memel, are very great. The business therefore which was done here during the year was by no means a paying one. The quotations in spring were 125 silbergroschen per centner, and later in the year 115 silbergroschen.

Salt.—The abolition of the monopoly of the Prussian Government on salt on the 1st of January, 1868, and the substitution of an import duty of 2 Prussian dollars per centner, could not fail to have a favourable influence on the salt business, which represents the principal branch of the import trade of Memel. In consequence of the competition which grew up at the beginning of the year, a reduction in the prices took place, which however only lasted till July. In the following months the demand from Russia increasing considerably, a lively trade was carried on with that country, and fair prices were fetched. The quotations for salt sent in transit to Russia were at the end of the year as follows, viz.: Liverpool, salt 57½ to 58 silbergroschen; Torrevieja salt, 70 silbergroschen; and St. Ubes salt, 52 to 55 silbergroschen, per 2½ sacks of 189 lbs.

Coals.—The transactions in coals were of a most unsatisfactory character, owing to the high freights from the United Kingdom,—viz., 7*l.* to 7*l.* 5*s.* per keel from English ports, and 6*l.* 10*s.* to 7*l.* per keel from Scotch ports. Large importations of coal were made, and prices consequently experienced considerable reductions.

Herrings.—The trade in Scotch herrings has almost entirely disappeared from this port, owing to the want of communication with Russia during the winter months, and business is confined to Norwegian herrings. Another disadvantage which has a prejudicial effect upon this line of business is the high duty payable on herrings imported into the German Customs Union,—viz., one Prussian dollar per barrel, worth about 6 to dollars.

Amber.—The amber trade, which is entirely in the hands of one Memel firm, is said to have been satisfactory during the year 1868; as the transactions of the firm are kept very secret, it is impossible to ascertain the exact amount of amber which was obtained by the dredging establishment near this city, but it most probably was about 80,000 lbs.; the prices of amber vary according to the size and quality of the piece, from 3 silbergroschen to 60 dollars per lb.

The Royal Prussian Branch Bank continues to do a good business; an account of its transactions is however not made public.

The monthly rates of exchange on London, for bills at three months sight, during the year 1868 were as follows:—

					Silbergroschen, per £.	
					Lowest.	Highest.
January	..	..	..	..	203 $\frac{7}{8}$	204 $\frac{1}{2}$
February	..	..	..	..	204	204 $\frac{1}{2}$
March	..	..	..	..	204 $\frac{3}{4}$	204 $\frac{3}{4}$
April	..	..	..	..	203 $\frac{1}{2}$	204 $\frac{5}{8}$
May	..	..	..	..	203 $\frac{3}{4}$	204 $\frac{3}{4}$
June	..	..	..	..	203 $\frac{5}{8}$	203 $\frac{7}{8}$
July	..	..	..	..	203	203 $\frac{3}{4}$
August	..	..	..	..	203 $\frac{5}{8}$	204 $\frac{5}{8}$
September	..	..	..	..	203 $\frac{3}{4}$	204 $\frac{5}{8}$
October	..	..	..	..	203 $\frac{1}{2}$	204
November	..	..	..	..	203 $\frac{3}{8}$	203 $\frac{3}{4}$
December	..	..	..	..	202 $\frac{5}{8}$	203 $\frac{1}{2}$
Average rate of the year					203 $\frac{5}{8}$ silbergroschen.	

The average rate of discount during the year was 4 per cent.

The English equivalents of the Prussian money, weights, and measures used in this Report are as follows:—

	Prussian.		British.
1 dollar =	{ 30 silbergroschen } ..	..	= 3s. sterling.
	{ 360 pfennigs }		
6 $\frac{2}{3}$ "	.. ..	..	= £1 "
1 last (= 40 centners)	.. ..	..	= 4,410 lbs. avdps.
1 centner	.. ..	..	= 110 $\frac{1}{4}$ lbs.
1 corn-last (= 56 $\frac{1}{2}$ scheffels)	.. ..	..	= 10 $\frac{1}{2}$ imperial qrs.
1 scheffel	.. ..	..	= 0.186 "

AGRICULTURE.

The corn harvest of the year 1868 in this district was below the average, for although the quality of the grain was good, the quantity fell very far short of the expectations and wants of the inhabitants; the potato crop was however good.

The state of this part of the province of Prussia with respect to agriculture is by no means flourishing, and it is therefore not wonderful that the unprecedented distress which prevailed amongst most classes of the inhabitants, in consequence of the total failure of the harvest of 1867, has completely ruined a large number of landed proprietors. The indirect causes which led the failure of the harvest in this province to assume the form of such a severe calamity, may be considered to be the want of proper means of communication, the Russian frontier restrictions, the high taxation of agricultural professions, the burdens arising from war,

and the expensive military organisation, the want of better communal and parish laws, and the insufficient attention hitherto given to the improvement of meadows as well as to the manuring and draining of fields. It has moreover been pointed out that out of the entire revenue of the State only $1\frac{1}{2}$ per cent. are applied for the interests of agriculture, and that a regular geological investigation of the country should be undertaken by the Prussian Government. At all events it is to be hoped that measures of some kind will be taken in order to prevent the recurrence of a similar general distress, from the effects of which East Prussia will take many years to recover.

Horse-breeding.—For longer than a century the province of Prussia has been celebrated, more than any other part of Germany, for its horse-breeding, and at the present moment about three-fifths of the entire number of horses required annually for the use of the Prussian army, are bred in this province. Frederick William I., in founding the breeding establishment at Trakehnen (near Gumbinnen) in the year 1730, gave the first impulse to horse-breeding in Prussia, and under the reign of Frederick II. a plan was carried into execution which consisted in placing a number of the stallions bred at Trakehnen at certain stations in this province for the use of the landowners and other private persons in possession of mares. By enabling these persons to send their mares to the next stallion-station without the expense attending a long journey, by charging a very low fee for the covering, and by guaranteeing comparatively pure blood, the number and the breed of horses throughout the country was raised in a short time. In the course of a few years this plan was found to have worked so successfully that the King founded three more establishments similar to that at Trakehnen, in other parts of Prussia. Thus, after a few years it was found possible to mount the Prussian Cavalry, which hitherto had been obliged to purchase their horses in foreign countries, on Prussian bred horses, and a new source of gain was at the same time opened to the inhabitants of the country.

The Royal establishment at Trakehnen covers an area of 16,000 Prussian morgen (or about 10,000 English acres), and includes the chief farm and twelve out-farms besides a large tract of land which is laid out partly as grazing-ground and partly for growing the various kinds of grain wanted for food. At the chief farm are kept only mares of the purest blood without distinction of colour, and at the various out-farms either mares arranged according to blood or colour, and fillies, or one, two, and three-year-old stallions. All of the horses are turned out to graze during summer (the grounds being, of course, partitioned off by fences) under the care of keepers, and if found necessary are fed also on corn. When the stallions are three and a half years old they are placed at one especial out-farm, where they are trained provisionally for a term of six months, in order to be fit (on the completion of their fourth year) to be sent to the various covering-stations established in the province of Prussia. After having passed a certain time of probation at these stations, the stallions are distributed for further use amongst the large country-breeding depôts which exist in various parts of the Prussian monarchy. Those stallions which for some reason or other are considered unfit to be sent to the last-mentioned depôts, together with a certain number of mares, are placed at the disposal of the Royal Master of the Horse, who selects therefrom such horses as may be required for the King of Prussia's stud. The Master of the Horse having made his selection, the remaining number of horses, and likewise those which for some reason or other are considered by the Director of the establishment at Trakehnen to be unadapted for breeding purposes, are in the autumn of every year sold by auction at Trakehnen.

The Royal Commissioners who annually purchase the requisite number of horses for the Prussian army either buy what they want directly from the landed proprietors, or make their purchases at the horse fairs; the average price paid by the Commissioners for a horse in the province of Prussia is about 200 Prussian dollars (30*l.*).

POPULATION AND INDUSTRY.

The entire province of Prussia, which is divided into four Government districts, contains (according to the last census taken on the 3rd of December, 1867) 3,089,677 inhabitants; the populations of the four districts respectively being as follows, viz, Königsberg, 1,067,313; Gumbinnen, 743,783; Dantzic, 513,227; and Marienwerder, 765,354 inhabitants. The district of Königsberg again is divided into 20 circles (*Kreise*) of which Memel is one; the circle of Memel contains 56,270, and the town alone about 25,000 inhabitants.

With regard to industry and manufactures, the province of Prussia, being merely a narrow strip of country extending along the sea coast, is placed in an unfavourable position. It is true that the mouths of the Niemen and the Vistula lying within the province, the natural outlets of the trade of the whole East Slavonian territory, are in its hands, but from those districts it is unfortunately cut off by an artificial barrier, namely, by the Russian frontier, which deprives the province of all advantages which would arise out of a free intercourse between the inhabitants of Prussia and Russia. The industry of Eastern Prussia therefore is restricted chiefly to supplying the wants of its own inhabitants, and has not yet been able to develop itself to such an extent as to be able to afford a means for the population to fall back upon in times (like those of the years 1867 and 1868) when the landed interest more especially is subjected to severe calamities.

Besides the injurious system of the present frontier restrictions, to which Russia appears to cling, regardless of the interests of a number of its own subjects and of the endeavours made by Prussia to induce it to abandon the system in question, there can be no doubt that the completion of the projected net of Russian railways (especially if the Russian Government should refuse to allow the South-East Prussian Railway to be connected with the nearest Russian line) will have a very prejudicial effect upon the trade and industry of this part of Germany.

In the neighbouring Russian provinces the sufferings of the poorer classes from sickness and from the want of all necessaries of life are at the present moment more intense than ever. The authorities, with the aid of private charity, are only partly able to alleviate the distress which prevails more especially in the frontier districts.

PUBLIC WORKS.

It is satisfactory to be able to state that, after endless difficulties, and after numerous deputations and petitions have been sent from this city to the King of Prussia and the House of Deputies, with reference to the construction of a railway from Tilsit to Memel, there seems at last a certain prospect of this line being built. The works will most probably be commenced within the course of a year; and it is confidently hoped that the greater facilities for trade, and the closer connection of Memel with the rest of Europe, which will result from the completion of the railway, will bring fresh capital and credit to this part of East Prussia, and will enable the commerce of this port to recover from the various disasters which have befallen it during the last years.

The new high road from Memel to Nimmersatt, on the Russian frontier, will be finished in the course of a year.

The fortification works on the citadel in the middle of the town, and those at the entrance to the port of Memel, have been carried on without intermission during the year. The fort on the south side of the entrance will soon be completed.

GENERAL REMARKS.

The commercial relations with Russia, in regard to money transactions, credit, customs, and the administration of justice, are at present in such an ill-regulated state that business in this province cannot but suffer severely from the want of reform in those matters. The Memel Mercantile Corporation, in its last report on trade, says that the approaching termination of the Cartel-Convention between Prussia and Russia would offer a favourable opportunity for obtaining from Russia a lower Customs Tariff, and the abolition of the numberless and vexatious frontier regulations. Apart from their injury to trade, the present frontier restrictions, and the consequent system of corruption and smuggling, have a most demoralising effect upon the population living in the neighbourhood of the frontier line.

Much has of late been said and written with regard to the above-mentioned Cartel-Convention, which obliges Prussia to deliver up to the Russian authorities all Russian deserters, all Russians liable to service in the Army, and all Russian subjects charged by those authorities with any crime or offence, besides including other obligations not known to the general public. In an address sent by the Königsberg Mercantile Corporation to Count Bismarck, in last November, the necessity of not renewing the Convention is earnestly advocated; and it is pointed out that the Convention is an important assistance to Russia in maintaining its frontier restrictions and its prohibitive Customs system; that without the Convention Russia would find it still more difficult to guard its frontiers effectively than at present; that if Russia persists in clinging to a commercial policy which necessitates the closing of its frontiers, it alone ought to bear the natural consequences of such a policy; and that the disadvantages arising therefrom should not be mitigated by Prussia entering into a Convention which appears to be based upon reciprocity, but in reality carries with it, for Prussia, no advantages, but merely obligations.

The official "North German Gazette" stated some time ago, that on the part of Russia a renewal of the said Cartel-Convention has not yet been proposed; and that even if such a proposal had been made to the Prussian Government, it would, on account of the extent of the negotiations, be impossible to bring them to a conclusion at the date of expiration of the present Convention, viz., on the 4th October, 1869. The eventual renewal of the Convention does not however appear to be so improbable as might be expected from the tone of this and various other statements in the official paper, for in a late article (March 17) it refers with particular emphasis to a former opinion expressed by it, namely, that the Convention carries with it benefits also for Prussia, and that those persons who complain so loudly of its existence understand nothing at all about it. This is, however, decidedly not the case, for it is chiefly the intelligent part of the inhabitants of the frontier districts, the municipal bodies, the Chambers of Commerce, and the Agricultural Societies of the eastern provinces of Prussia, which have for years so strongly objected to the Convention in question, and have complained of its existence in addresses to the Prussian Government and Chambers. They have moreover re-

peatedly expressed it to be their firm conviction that the Russian frontier restrictions, through which the commercial and agricultural interests of these parts of Prussia continue to suffer, can only be carried out in their present rigour by the Russian authorities so long as the Cartel-Convention remains in operation.

There can be no doubt that the manner of supervision on the Russo-Prussian frontier, permitted by the terms of the Cartel-Convention, affords facilities to Russia in keeping its territory closed more effectively than would otherwise be possible. If, by Prussia not renewing the Convention, an additional proof of the inutility of guarding its frontiers were given to Russia, it is hoped by many that the Russian Government would soon abolish the useless restrictions which not only impede trade and industry, but burden the finances of the empire with a considerable sum.

Whilst the principles of free trade may be said to be most popular in the Russian Baltic provinces, where many of the antiquated communal, municipal, and commercial institutions still existing in other parts of Russia have long since disappeared, the majority of public opinion in the entire Russian Empire appears to be still in favour of a prohibitive Customs system. Owing to this prevalent opinion, which in this respect is guided by the influence of the old Russian party, and of course by the manufacturing classes, the Russian Government has not been able to carry out, in many instances, such reductions as it had actually contemplated in the new Customs Tariff which was introduced on the 1st of January, 1868.

In one of its recent meetings, the Berlin Chamber of Commerce, in speaking of the new Customs Tariff, expressed it to be its opinion that the so much-desired result expected from the introduction of the new rates of duty has certainly not been attained,—that is to say, smuggling has not been prevented: on the contrary, it is not improbable that it will increase, as the tendency of the new Tariff appears to have consisted chiefly in increasing the high duties already levied on the finer kinds of manufactures.

Similar views have been expressed likewise in Austria, which country, under a less prohibitive Russian Customs Tariff, would find a ready market for a large amount of its productions in Russia.

Memel, May 3, 1869.

SPAIN.

PALMA.

Report by Mr. Consul Bidwell, on the Trade and Commerce of the Balearic Islands for the Year 1868.

BRITISH, and indeed all foreign trade at the Balearic Islands is very limited in extent, and would seem to have decreased of late years, while the local trade has also considerably decreased recently, in consequence of the present political occurrences in Spain and in the island of Cuba.

Majorca, the largest, is the most important and prosperous of the Balearic group, and has great natural resources in its rich and fertile soil and fine climate.

The exports from its capital and chief port, Palma, consist of many articles of manufactured goods as well as of raw produce, and comprise wine, brandy, olive and almond oil, soft and hard soap, pickles, fresh and preserved fruits, liquors, carpets, blankets, woollen and cotton stuffs (of inferior quality), dressed skins, boots and shoes, cheese, coarse earthenware, oranges, lemons, olives, capers, almonds, firewood, charcoal, and a large number of hogs.

The fruit, which forms an important item in these exports, is principally sent to Marseilles and Algeria, the hogs chiefly to Barcelona, and the boots and shoes to the Spanish colonies.

The imports consist of steam and smith's coals, iron and machinery; chiefly from England; timber, tar, and pitch from Norway and Sweden, hemp, flax, woollen and silk manufactures, pewter, copper, glass, hides untanned, hardware and porcelain, mercery, chemical products, spices, sugar, coffee, books, cotton, mahogany, rum, rice, petroleum, salt, linseed oil, and cattle.

It is difficult to obtain correct returns of the exports of Minorca, as many of them are made in small quantities in coasting vessels, and no statistical data are published.

In this case, however, they would not be of any great value, as no mercantile transactions of importance can be said to take place in this island.

The exports from Mahon, its chief port, are limited merely to wheat, cattle, boots, and shoes, and a little fruit. Owing, however, to three successive bad harvests, occasioned by the severe drought experienced in this island and in Spain generally, when the Spanish Government raised the prohibition against the introduction of foreign grain, wheat, instead of being exported from Minorca, was imported in the years 1867 and 1868 to the amount of 8,500 quarters (including flour) with a value of 31,500*l.* sterling.

The market prices of the principal articles of produce at Mahon are as follows:—

			£	s.	d.	
Soft Wheat	..	..	2	10	10	per quarter.
Barley	..	..	1	0	3	"
Potatoes	..	..	0	5	1	per cwt.
Cheese	..	..	2	10	10	"
Flour	..	..	0	15	6	"

The exportation of cattle from Minorca in the past two years numbered only 795 cattle and 3,311 sheep.

The wine of this island is not an article of export. It is, however, a wholesome pure wine of about the quality and price of the commoner kinds of French table wine, but it is said to be inferior in quality to that which was to be obtained in former years. This may doubtless be explained by its want of age, as it is difficult now to procure any but new wine.

The following is a return of the principal articles of import at the port of Mahon during the years 1867 and 1868:—

1867.

Articles.	Quantity.	Value.
		£
Coals tons	3,874	5,955
Sugar boxes	1,427	10,426
Coffee quintals	760	3,316
Wheat qrs.	2,350	9,334
Flour bags	1,020	2,120
Sundries	..	10,000
Gross value of imports, 1867 ..	..	41,151

1868.

Articles.	Quantity.	Value.
		£
Coals tons	3,800	5,900
Sugar boxes	880	7,000
Coffee and Cacao quintals	1,000	4,300
Wheat qrs.	4,500	15,500
Flour bags	2,000	4,356
Sundries	..	10,000
Gross value of imports, 1868 ..	..	47,056

In these years the importation of deals and timber has been very small, owing to a large existence from previous years and the limited demand.

The export trade of Iviza consists of the following articles, which form the chief produce of that island, viz.:—

Articles.	Quantity.	Value.
	lbs.	£
Beans	1,680,000	3,500
Almonds	784,400	13,073
Salt	11,985,900	2,497
Charcoal	3,000,000	2,500
Pine bark	350,000	145
Do. ground	650,000	937
Cotton	60,000	2,000

The imports are received only from Spain, Iviza not being a port of entry; they are estimated as follows :—

Articles.	Quantity.	Value.
	lbs.	£
Rice	750,000	7,812
Flour	1,255,000	13,073
Coffee	12,500	520
Sugar	150,000	2,500
Brandy	45,000	750
Wheat	640,000	5,333
Barley	800,000	3,333
Esparto	200,000	833
Woollen goods ..	..	780
Cotton goods ..	..	5,143
Hemp goods ..	..	312

It will be seen from the foregoing statistics that the domestic trade of the Balearic Islands comprises rather articles of necessity than of luxury, and particularly provisions.

The trade laws are the same as those which rule on the continent of Spain, and the market prices usually vary very little.

A bank called the Balearic Bank was established at Palma a few years ago, the commercial operations of which are transacted according to the prevailing rate of exchange at Barcelona. There are no other banks in the islands.

The currency is the gold, silver, and copper coinage of the Spanish continent, and the average rate of exchange on England, throughout the islands is 50*d.* to the dollar of 20 reals vellon.

SHIPPING AND NAVIGATION.

The ports, harbours, lighthouses, roads, &c., of the islands have been already carefully described in the previous reports which have been furnished by this Consulate and published, and there are no new features of interest to call for remark.

The direct trade with Great Britain is chiefly limited to the importation of coals for the steam companies and factories, so that the number of British ships arriving at the islands with cargoes is very small. Only 26 British vessels collectively of 4,933 tons, entered the port of Palma during the years 1867 and 1868. These vessels are usually cleared in ballast.

Although, however, the foreign trade at the ports of the Balearic Islands is insignificant, yet as Mahon is one of the chief ports in the Mediterranean for the performance of quarantine, many British and other foreign trading vessels from time to time arrive at or are sent there for that purpose. In the year 1866, for instance, 1,197 vessels of all nations destined for other ports of Spain, entered port Mahon and performed quarantine there; of these vessels 225 were British, and in 1867 984 vessels, of which 78 were British, and 63 British vessels also entered this port in 1868. Indeed, under the system of quarantine which has hitherto prevailed in Spain, whole kingdoms and even continents have been treated as infected with contagious diseases whenever a few cases of suspicious character have appeared, or are reported to have appeared, in one place, and the ships of all nations have been sent from the most distant ports with great loss of time, at considerable expense, and often with serious damage to cargo, to perform quarantine at the Lazaretto of Mahon or Vigo.

Port Mahon is also the occasional rendezvous of men-of-war of all nations, and hitherto the British Mediterranean squadron has at certain seasons of the year remained there for some time. The general application of steam to vessels of war has, however, reduced its value in this respect.

On account of its excellent harbour, it is an important port of refuge from storm and for the repairs of disasters at sea, for which there are great facilities, while material and skilled labour are to be obtained on reasonable terms.

The flourishing shipping of Mahon which once numbered many large vessels carrying on an extensive trade with the ports of the Black Sea and the Levant, and supplying with grain many provinces of Spain, is now reduced to a small number of coasting vessels, which certainly do not measure collectively 1,500 tons.

It is difficult to ascertain at Palma the number of ships employed in the coasting trade which is allowed only to Spanish vessels. They perform yearly many voyages, but shipping returns and accounts of the value of the imports and exports are not published.

Two English vessels only, and 12 Spanish, arrived at Iviza during the past year in transit, and five foreign and 168 Spanish vessels for trading purposes.

The charges on navigation hitherto paid for anchorage, lighthouses, entry dues, &c., at Mahon, have now been abolished, and a new imposition on discharge has been created, under which every foreign vessel discharging pays a port charge of 10 reals vellon per ton, but nothing is payable on loading. No charges of any kind are levied on ships which enter the port for shelter, or for the repair of damages only, and vessels which arrive in ballast from any port for loading at Mahon are exempt from all dues.

Ships are not obliged to take pilots either on arrival or departure, but the following are the pilotage rates at present in force for the port of Mahon :—

For Ships of War.

	Reals Vellon.
From 500 tons upwards	160
„ 400 to 500 tons	140
„ 200 „ 400 „	120
„ 100 „ 200 „	100
Of less than 100 tons	80

For Merchant Ships.

	Reals Vellon.
From 400 tons upwards	160
„ 300 to 400 tons	140
„ 200 „ 300 „	120
„ 100 „ 200 „	100
Of less than 100 tons	80

The situations of the buoys marking the shoals at the entrance of Port Mahon are as follows :—

The buoy marking the shoal of Cape Mola lies to the south of the point of this shoal, 20° west ; distance from the same 75 fathoms, in 12 fathoms water.

The shoal of St. Phillipet has its buoy at the west of its point ; distance from the same 25 fathoms in six fathoms water.

The shoal named, Den Moro, has its buoy at the extremity of the said shoal ; distance from the land 40 fathoms and 7½ fathoms deep.

Mooring Buoys.—The mooring buoy at the north part of the port is

situated south-east of the buoy of Cape Mola, distance from this buoy 65 fathoms. The mooring buoy at the south part of the port is situated east of the point of St. Charles ; distance from the said point 100 fathoms.

The following are the regulations to be observed by ships of war, both national and foreign, under quarantine in the lazaretto of Port Mahon :—

1. The commander of every ship of war on her arrival will proceed to the anchoring ground which shall be designated by the health officer at "Calafons," and will hoist a yellow flag at the top of the foremast.

2. The commander of the ship under word of honour will answer every question that shall be put to him by the Director of the Lazaretto, or his substitute, after having anchored the ship in the appointed ground.

3. Should he have on board goods capable of infection, or letters either in packets or loose, he will be bound for their expurgation to comply with whatever the Director of the Lazaretto may order respecting them, in conformity with the established sanitary regulations.

4. If any death has occurred at sea, the commander of the ship will order the physician on board to pass to the Direction of the Lazaretto a written report of the illness which caused the death to the person or persons who died before the ship's coming into the harbour.

5. The physician of the ship will also send to the Direction of the Lazaretto a detailed statement of the sick persons on board, stating their illness, and the more or less dangerous state of the patients.

6. No boat will be permitted to leave the ship to go to the quarantine island without having on board a health guard and bearing a quarantine flag; to go elsewhere the consent of the Director of the Lazaretto will be required, or that of his substitute.

7. No boat will be allowed to go out from the harbour without the permission of the Director of the Lazaretto or his substitute.

8. The ventilation of baggage and wearing apparel will be carefully and scrupulously attended to by those employed in the Lazaretto.

9. The Director of the Lazaretto will agree with the commander of the ship as to the number of health guards that may be necessary on board for the due observance of the present instructions, as well as those which the Director may consider necessary for the further prevention of all contact with the persons under quarantine, according to the degree of suspicion that their circumstances and situation may inspire.

Vessels of war, both national and foreign, are prohibited from firing salutes from Calafiguera Point to the upper end of the harbour, as a precaution from danger to the town, which is built on soft rock, liable to crumble and fall.

AGRICULTURE.

The soil of Majorca is in most parts very good and fertile, and produces many kinds of vegetables as well as fruits, the chief of which are olives, melons, grapes, pears, apples, figs, apricots, plums, peaches, walnuts, cherries, oranges, and lemons.

Hemp and silk are also cultivated, but not to any great extent.

The disease of the vine made its appearance in 1857, and since then the vintage has not been so abundant as it was in former years, owing chiefly to the prevalence of this disease. The last crop of olives was however an extraordinarily large one.

The state of agriculture is said to be improving, and cultivation increasing, and with few exceptions the quantity of produce has increased, and the quality improved, in this island.

The following is an account of the several kinds of corn and grain, and other articles raised in Majorca in a common year, viz. :—

Articles.	Imperial Quarters.	Cwt.
Hard and soft wheat	142,274	..
Barley	57,880	..
Oats	47,557	..
Indian corn, beans, &c.	60,150	..
Almonds in shell	60,000	..
Carob bears	..	280,000

The climate of Minorca, although the island is exposed to strong and blasting winds from the north, is healthy and mild. Its soil, full of rocks and with little vegetable earth, is dry and arid, yet in the years of sufficient rainfall it yields abundant crops, as in the case of the present year, when the prospect of an unusually good harvest has already tended to lower prices generally.

The principal agricultural produce of Minorca consists of wheat of excellent quality, and cattle. The wheat indeed is so superior to that imported, that it commands a price of 13 to 14 reals vellon per cuartera more than foreign wheat, nor does it seem to lose its good qualities in other soils. A sample which was recently sent to the United States gave a most satisfactory result, and an order now exists on the island for 1,000 bushels to be sent to the States for seed.

The pastures which this island naturally yield hitherto constituted almost the exclusive food of the cattle, which in the years of drought were left to perish of hunger, particularly in the northern part of the island, where this calamity is more frequent. This state of things occasioned considerable losses to the land owners, and has induced them of late to take new measures for the necessary feeding of the animals; stalls have now been built on many farms, where the cattle are protected from the rigours of the winter and the heat of the summer, and the culture of a plant has been introduced which is likely to produce important beneficial changes. This plant, said to be a native of Spain, is named here "llover" or "zulla," and appears to have been imported from England, where it is also cultivated and known by the name of Spanish trefoil and clover grass. It has proved on the island to be an excellent food for the cattle, and as a proof of the good results of its culture, it will be sufficient to mention that on one farm it yielded 85 quintals* of dry forage per acre.

The division of the land into small lots by stone walls, which is so striking to the eye of a foreigner, is explained as a necessary employment of the rock in which the earth abounds, while serving at the same time to protect the crops from the effects of the wind; it also renders unnecessary the employment of cattle keepers.

The root named "moniato," a species of sweet potato, which a few years ago was only cultivated in gardens, now forms a considerable portion of the food of the working classes. The stalk of this plant which in its full growth can be cut without detriment to the root, is also an excellent food for cattle.

On the southern part of the island, and following the various indentations of the coast, there are deep ravines where sheltered from the winds of the north, and contrasting admirably with the barrenness of the soil, all kinds of trees yield their fruit, and oranges, apples, pears, &c., are exported in no insignificant quantities to Algeria. Sufficient tobacco of an inferior quality is also grown for the supply of the working classes.

* The quintal of Minorca is equal to 91 $\frac{3}{4}$ lbs. English.

The labour, care, and attention bestowed by the inhabitants of this island on the cultivation of its rocky soil are beyond all praise. It is hardly an exaggerated form of speech to say that every yard of land is highly cultivated and made the most of, while it is a matter of surprise that so much can be produced on ground which is in many parts rock hardly covered by an inch of earth.

The farms in nearly all cases are cultivated by the peasantry who live upon them, and who provide seed, &c., and pay the working expenses, dividing the profits with the land owners. This system, while it stimulates the energy of the farmer, seems to conduce to the apparent inactivity of the upper classes, who are the chief land owners, who, relieved of the cares of their estates, having no commercial pursuits, and removed from the active scenes in politics which engross the attention of the continent, seem almost to rest in a prolonged "siesta," leaving the country people with whom they share the profits of their estates, the fatigue almost of thought as well as of labour. But the number of proprietors in proportion to the population is extraordinary. At Mahon for instance, with a population of 15,000 inhabitants, there are nearly 2,000 land owners. The land is consequently divided into very small estates, which are in great demand, although not producing, as an investment, on an average above 3 per cent. on the capital.

Iviza produces wheat, barley, beans, wine, oil, cotton, almonds, salt, charcoal, and pine bark, but the crops of this island have been unusually poor during the past year, having yielded only a third of their usual produce. The salt lakes of this island are however very productive.

POPULATION AND INDUSTRIES.

The population of Majorca is estimated at 209,000 inhabitants, that of Minorca at 35,000, and that of Iviza, including Formentera, at 25,000.

In Majorca there are several mines of coal of scanty produce and of so bad a quality that it cannot be used unless mixed with coal imported from the United Kingdom. The people of this island find employment in husbandry and other agricultural pursuits as well as in the manufacture of the articles previously enumerated. The rate of wages, which is very low in the country, does not exceed, in Palma, 12 reals vellon per diem.

At Minorca, a sum of 313,000*l.* has been expended up to this time on the works of fortification on Cape Mola, at the mouth of the port, where 500 or 600 workmen have at a time been employed. In this, in husbandry, and in the manufacture of shoes for Cuba, the principal employment of the people of this island consists.

The cessation of the works on the Mola in February last, has thrown a number of persons out of employment, which consequently causes much poverty in the island amongst a class who have been taught to look for support to that labour only. It would seem doubtful whether any Government, or successive Government of Spain, will conclude the enormous fortifications upon which so much money appears to have been spent to so little purpose. The rates of wages paid on these works were as follows: masons and miners, 1*s.* 8*d.* to 3*s.* 2*d.* per day; carpenters and smiths, 2*s.* 3*d.* to 3*s.* 4*d.* per day; labourers, 1*s.* 3*d.* to 1*s.* 8*d.* per day. The wages for agricultural labourers, &c., vary from 1*s.* 3*d.* to 1*s.* 8*d.* per day.

A steam factory for the manufactory of linen was established at Mahon a few years ago, as a joint stock company, the shares of which are held chiefly by natives of the island, but it has not proved to be a

remunerative enterprise, and only the coarser kinds of cloth are manufactured. It serves, however, to give employment to a considerable number of young women, who are able to earn a fair livelihood at piece work.

No kind of industry or manufacture in the Balearic Islands can be brought into competition with any industry or manufacture of the United Kingdom.

PUBLIC WORKS.

At present the only public work in Majorca is the drainage of the "Albufera" in Alcudia, which has been described in previous reports.

Submarine telegraphs were placed some years ago,—one from Majorca to Iviza, one from thence to the Spanish Continent, and one from Palma to Mahon; the two latter have been cut off and have not yet been recovered. That to Iviza still exists. The submarine telegraph which was also successfully laid between Port Mahon and Barcelona in 1861, and subsequently destroyed, has not yet been replaced. It appears however from a recent statement of the Minister of Finance in the Cortes, that a sum for relaying these cables was to be included in the present estimates. It is very much to be desired that this work may be accomplished, as in stormy weather the steamers are frequently unable to keep up the communication with Barcelona and Valencia, and owing to the want of the means of frequent communication with the continent, vessels of war are prevented from profiting by the safe harbour of Port Mahon, as they otherwise might do.

At Iviza some old and hitherto abandoned silver and lead mines have been recently worked, and a mineral, worth 30 reals vellon per quintal, has been taken out of them.

The wages at this island are from 10*d.* to 1*s.* 8*d.* per day.

Some modification in the tariffs of the duties affecting foreign and colonial merchandise, would doubtless contribute to the development of the trade of the islands, and particularly of the Port of Palma, which is susceptible of material extension; but the only hope of raising Minorca from its present depressed state, would seem to be in the creation of Mahon a free port and depôt for merchandise in the Mediterranean, when it might rival in prosperity the West India Islands of St. Thomas in its best days.

I am indebted to a great degree for the information contained in this report, to the returns and statistics furnished by the Vice-Consuls in this district,—namely, Mr. Constant of Palma, Mr. Wallis of Iviza, and Mr. Mercadal of Port Mahon, whose local knowledge and experience render the information given by them valuable.

Mahon, May 25, 1869.

TURKEY.

ALEPPO.

Report by Mr. Consul Skene, on the Trade of the Province of Aleppo in the Year 1868.

THE number of English vessels entered and cleared at the port of Alexandretta, during the year 1868, has been 44, and at the port of Mersyna 9, all of them being steamers. Besides these, 72 French steamers, 48 Russian, and 96 Egyptian steamers have touched at each of the two ports.

Amongst the three articles of which mainly consist the exports of this province, gall-nuts have been shipped to the amount of about 5,000 sacks, for Liverpool and Marseilles. Notwithstanding that the yield has not been abundant, the prices have not exceeded 1,800 piastres per quintal of 200 okes. This is explained by the declining demand for this article, in consequence of its diminished consumption in European manufactures. The chemical inventions introduced into the art of dyeing have lessened the demand for gall-nuts; and the crop of former seasons, amounting to 10,000 or even 12,000 sacks, used to find a ready market at 2,300 piastres per quintal, while half that quantity has been sold in 1868 at 1,800 piastres.

Wool, the next article of exportation, has also greatly suffered. In previous years 35,000 bales were generally shipped, but in 1868 only 22,000 bales have been exported; and the prices have been 30 per cent. lower than they have ever been known before. This falling off is attributed to the increased importation of Australian wool in Europe, and the consequent retaining of Syrian wool for home consumption, on account of the expense of inland transport being so great that little profit could be derived from exporting it to markets where prices were low. The quality of half-washed wool was sold at 2,100 piastres per quintal, whereas it had never previously come short of 2,300 piastres. Unwashed wool has been exported at 800 piastres, instead of its former value of 1,000 piastres per quintal.

The third article drawn from the province is cotton, of which 10,000 bales have been exported, at the rate of 1,200 piastres per quintal, in the commencement of the year, rising to 1,800 piastres towards the end of 1868, as the European markets became more favourable. Cotton might be exported from here in a much greater quantity if agriculture were more encouraged and less burdened by the Turkish Government. It requires a greater outlay of capital than any other crop; and the villagers are so mulcted by onerous taxation, vexatiously collected, that they have not the means of extending the cultivation of cotton. They prefer sowing wheat and barley, which, once in the ground, call for no advance of funds until the harvest. The little cotton grown is thus sown merely in order that the necessary rotation of crops may be maintained, to keep the land in good order. As an article of trade as well as an article of cultivation, cotton also suffers great disadvantages. The impediments thrown in the way of its exportation by the Turkish system of Customs dues were not

altogether removed when, through representations in the proper quarter, the receipt of 8 per cent. on cotton in pods, besides the export duty on it after it was ginned, was discontinued. There still exists a charge not less unjust. Smyrna being the principal market for the sale of cotton in the Levant, Syrian exporters often send their goods to consignment there for re-shipment to Europe, as ensuring a more easy channel of exportation; but the Turkish Custom-house authorities, although perfectly well aware of the destination of the cotton being to Liverpool or Marseilles, refuse to let it pass in transit, and insist on levying 8 per cent. for shipment from one Turkish port to another, in addition to 1 per cent. export duty, according to the rate for this year.

Cereals have been exported in small quantities, only 11 vessels having received cargoes at Suedia and the two regular shipping ports of this province, Alexandretta and Mersyna. The expense of transport from the interior to the coast is an effectual bar to this trade. It is true that desultory attempts have been made towards the construction of carriage roads, but the chances of their completion are highly problematical. Abundant harvests for three years have greatly reduced the price of grain, but there is no corresponding benefit to the country. The poorer classes can now buy their bread cheap, but they cannot find work to enable them to buy it, because the holders of corn cannot find purchasers for more than is required for home consumption, and are thus unable to give work to the poor.

Importation is also in a most unsatisfactory state. That of Colonial produce fluctuates with the general prosperity or decline of the country, the radius of consumption always remaining the same, as there is no transit trade. The people cannot afford the use of luxuries; and sugar has been imported in very small quantities, at the rate of from 11 to 12 piastres the rottolo of 2 okes. Cochineal and indigo, being dependent on the activity of native manufactures, rise or fall in price according as the stuffs of Aleppo are in demand at Alexandria and in Asia Minor. The recent reduction of the export duty on them has given an impulse to these manufactures, and cochineal has therefore been imported on a considerable scale, at the rate of from 56 to 60 piastres per oke. Manufactured goods from Manchester and Glasgow have been imported in 1868 to the amount of only 17,000 bales, while in previous years their importation was generally about twice as great. Three English houses of business have consequently been closed during the year, trade in Syria having become altogether unprofitable.

Aleppo, December 31, 1868.

CYPRUS.

Report by Mr. Vice-Consul Sandwith, on the Trade and Commerce of Cyprus during the Year 1868.

Grain.—There has been considerable improvement in the export trade of Cyprus during the past year, chiefly under the head of grain, of which large purchases had been made for shipment to Marseilles, on Spanish and Algerian as well as French account. The prices obtained both for wheat and barley were above the average, the former fetching 34s. and the latter 20s. the quarter free on board. Of the staple commodities of Cyprus, none are more liable to fluctuation, both in value and quantity, than wheat and barley, some years a bad harvest, in others a slack demand reducing the exports to insignificant amounts. The last year, the circumstances of a good harvest here, and a brisk demand in Europe, concurred to bring about an export of 46,000 quarters of wheat and 85,000 quarters of barley, a larger amount than is shown by the returns of any former year. None of this was bought for the English market. It is much to be regretted that purchases for the neighbouring province of Syria should be subjected to an export duty of 8 per cent., while the duty on produce shipped to Europe should be only 1 per cent., because a brisk trade might be carried on with the opposite coast in years when European markets are dull, if the extra export duty were allowed to go into the pockets of the growers and consumers, to the mutual benefit of both provinces. The quality of the grain is inferior, but what chiefly reduces its value abroad is the presence amongst it of little particles of earth and pebbles, which get mixed with the grain in the process of thrashing, a process which besides separating the grain from the straw, also chops the latter into pieces fit for feeding cattle. Could a machine be devised whose combined action would both thrash out the grain and reduce the straw to a state fit for fodder, wheat and barley would command a much readier market in Europe.

Carobs.—Another important staple commodity of Cyprus are carobs or locust beans, which twenty years since was a monopoly of the Government, who compelled the peasantry to convey the produce to the nearest sea port, and there put their own price on it, which was always much below the market price. Under such a system the cultivation of the trees bearing the pods or locust beans was naturally neglected, but since it has been relieved from the shackles of the monopoly which hampered it, it has gone on flourishing, until now between 6,000 and 7,000 tons are annually exported, Russia being the largest customer. Last year no cargoes were shipped to England, owing probably to the high prices which ruled, as much as 5*l.* a ton being offered, 4*l.* being the average price. In Russia this pod is eaten by the peasantry, while in England it is manufactured into food for cattle. The trees grow spontaneously, but require grafting to bear fruit.

Wine and Spirits.—The production both of wine and spirits is decreasing, in consequence of the high duties imposed on them, and particularly by reason of the arbitrary power exercised by the tax gatherer

in fixing the price of the wines as a basis for taxation. Vineyards are going out of cultivation all over the island, as a natural result of mischievous legislation.

Olive Oil.—The crop of olives was unusually prolific last autumn, so much so that there will be no importation of oil during the current year, the usual annual importation amounting to about 3,000 cwt. of the value of 12,000*l*. Perhaps Cyprus is the only example of an island in the Levant not producing olive oil sufficient for its own consumption. The country abounds in wild olive trees which only require grafting, and the ground around ploughing, to be productive; but the scarcity of population in those parts of the country where the trees abound, and the want of encouragement on the part of the Government, contribute to retard the development of this branch of husbandry.

Madder Roots.—Madder roots, which produce a dye commonly known as Turkey red, are always more or less in demand in England, to which two-thirds of the shipments are consigned. The last few years the exportation from this island, from whatever cause, has been diminishing, and stocks in Liverpool which in 1865 amounted to 16,000 bales are now reduced to 4,000; but a reaction which began last year is fully setting in, attended with a considerable rise in prices.

Cotton.—The last cotton crop was considerably better than that of the previous year, but little of it figured in last year's importations, as farmers kept back their stocks until tempted to sell by the rise of prices which ushered in the current year. Two-thirds of the produce exported used to find its way to Liverpool, but the establishment of a line of steamers plying between Barcelona and Smyrna has had the effect of diverting that proportion of the crop to the latter port, whose merchants purchase the cotton on Spanish account, less than 300 bales having been shipped direct from here to England.

The extra land devoted to cotton culture during the American war, is gradually being appropriated to other crops, the greatest breadth of land sown with cotton being in 1865. The following table will show the gradual increase and decrease of the area of land planted with this crop during the last six years:—

	Acres.
1863	16,460
1864	22,000
1865	23,500
1866	21,000
1867	18,000
1868	17,000

The only other influence of the American war on the cotton cultivation of this island is the substitution of American seed for the native, to the extent of about one-fifth, but there is great need of fresh seed from America, growers complaining that it is neither so prolific nor so hardy as when first planted. The Manchester Cotton Supply Association some years ago consigned three parcels of seed to this island at different periods, but only the first parcel turned out well, and it is to be feared that the exotic will soon die out.

Live Stock.—The last two years the export of live stock has been unusually large, amounting to a value of 21,000*l*. and 25,000*l*. respectively, but 40,000*l*. of this sum represents the cost of 2,000 mules purchased for the Abyssinian Expedition. A most lucrative trade in the export of sheep, oxen, mules, and donkeys for Egypt and Syria might be carried on, greatly to the advantage of those countries and to the breeders of live stock in this island, did not the Government put absurd restrictions on the trade in order not to raise prices here, the consequence

of so narrow a policy being that the flocks of sheep and goats increase so rapidly as to sell for only 10s. and 12s. a head, while in Egypt they can sometimes command three times those sums. It frequently happens during winter, when the snows in Lebanon interrupt the communication of Beyrout with the interior, that mutton in that town goes up to 8*d.* a lb., while here, at a distance of only twelve hours by steam, it sells at 3*d.* a lb, and yet exportation is as strictly prohibited as if the two countries were in a state of war.

RETURN of the Imports in the Island of Cyprus in 1868.

Articles.	Weights and Measures.	Quantities.	Value in £ sterling.	Countries from which Imported.
Cotton manufactures and twist	..	..	70,000	Turkey.
Woollen manufactures.	..	..	9,500	Turkey and Austria.
Leather.	..	..	13,850	France, Turkey, and Austria.
Tobacco and tumbek ..	..	..	5,400	Turkey.
Olive oil	cwt.	3,100	11,800	Turkey.
Sugar	„	5,100	10,200	France, Austria, and Turkey.
Coffee	„	1,520	5,100	France, Austria, Greece, and Turkey.
Salt fish	..	..	2,500	Greece, Austria, and Turkey.
Rice	sacks.	3,840	6,720	Turkey, Austria, and Greece.
Butter	cwt.	315	2,200	Austria and Turkey.
Hardware	..	..	3,700	Austria, France, and Turkey.
Iron	tons.	136	2,560	Austria and Turkey.
Earthenware and glass	..	..	1,800	Turkey, Italy, and Austria.
Foreign spirits. ..	gallons.	7,000	1,280	Turkey and Austria.
Soap	cwt.	4,050	11,090	Turkey.
Miscellaneous	..	..	12,000	
Total	..	..	169,700	

RETURN of the Exports in the Island of Cyprus in 1868.

Articles.	Weights and Measures.	Quantities.	Value in £ sterling.	Countries to which Exported.
Cotton {	Bales of 450 lbs. tons.	2,100	27,500	Turkey, England, France, & Austria.
Salt	tons.	7,120	28,900	Turkey.
Carobs .. .. .	.. .. .	6,650	34,100	Russia and England.
Wheat	quarters.	46,000	80,300	Turkey and France.
Barley .. .. .	.. .. .	85,000	88,100	Turkey, England, and France.
Wine { Common ..	gallons.	502,000	17,000	Turkey.
.. { Commandery ..	.. .. .	11,100	1,010	Austria and France.
Raki .. .. .	.. .. .	26,000	2,360	Turkey.
Madder roots ..	cwt.	3,150	7,400	England and Austria.
Dried fruits ..	.. .. .	..	3,500	Turkey.
Silk .. .. .	.. .. .	37	3,130	Turkey and France.
Linseed .. ..	.. .. .	2,900	1,840	France and Turkey.
Sesame seed ..	.. .. .	875	790	Turkey and France.
Lamb and goat skins..	.. .. .	..	5,300	Austria, Turkey, and Italy.
Flax	cwt.	1,850	840	Turkey.
Wool .. .. .	.. .. .	4,250	7,720	Turkey, France, Austria, and Italy.
Dairy produce..	.. .. .	..	2,700	Turkey.
Live stock .. ..	.. .. .	..	24,900	Turkey (chiefly mules for Abyssinia).
Miscellaneous..	.. .. .	..	9,000	
Total .. .. .	.. .. .	..	346,490	

RETURN of British Shipping at the Ports of Cyprus in 1868.

DIRECT Trade in British Vessels from and to Great Britain and British Colonies.

ENTERED.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
2	16	18	1,395	9,709	11,104	496	£ 1,140
CLEARED.							
13	5	18	7,454	3,650	11,104	496	14,420

INDIRECT or Carrying Trade in British Vessels from and to other Countries.

From—	ENTERED.							
	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
Turkey ..	..	7	7	..	4,606	4,606	144	£ ..
To—	CLEARED.							
	1	..	1	280	..	280	11	1,820
	2	..	2	771	..	771	26	3,200
	4	..	4	3,555	..	3,555	107	22,344
	7	..	7	4,606	..	4,606	144	27,364

RETURN of British and Foreign Ships at the Ports of Cyprus in the Year 1868.

Nationality of Vessels.	ENTERED.								
	With Cargoes.			In Ballast.			Total.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
British ...	2	1,395	64	23	14,315	576	25	15,710	640
French ...	4	356	41	4	715	33	8	1,671	74
Italian ...	4	705	35	20	3,744	196	24	4,449	221
Austrian* ...	57	48,640	2,267	20	5,199	175	77	53,839	2,442
Greek ...	25	2,128	139	61	7,120	503	86	9,248	642
Turkish ...	401	12,162	2,318	156	4,780	916	557	16,942	3,234
Total ...	493	65,996	4,864	284	35,873	2,389	777	101,859	7,253
	CLEARED.								
	20	12,060	484	5	3,650	156	25	15,710	640
	6	336	49	4	753	33	10	1,089	82
British ...	22	3,995	201	3	607	29	25	4,602	230
French ...	69	51,728	2,377	7	1,617	53	76	53,345	2,430
Italian ...	63	7,121	505	26	2,237	146	89	9,358	651
Austrian* ...	399	12,114	2,303	151	4,692	901	550	16,806	3,204
Greek ...	579	87,354	5,919	196	13,556	1,318	775	100,910	7,237
Turkish ...									
Total ...									

* Including 52 steamers of the Austrian Lloyd's Company of an aggregate tonnage of 47,526 tons.

Larnaka, April 21, 1869.

TREBIZOND.

Report by Mr. Consul Gifford-Palgrave, on the Trade and Commerce of Trebizond for the Year 1868.

PREFATORY REMARKS.

THIS Report will be specially concerned with the town and neighbouring district of Trebizond, rather than with the entire province after its recent expansion, and without reference to the provinces of Sivas, Angorah, or others. It will be drawn up according to the method indicated in the revised "General Instructions" of last year.

A Commercial Notice of Samsoon, furnished by a European man of business there resident, will however be added.

Also, considering that taxation, direct or indirect, has great influence on the prosperity or decline of trade and commerce in these parts, a summary view of existing Ottoman taxation and its workings will be subjoined under form of Appendix.

TRADE AND COMMERCE.

Exports, Imports, and Domestic Trade.—The information given on these subjects in last year's Report may dispense with details which would here be a mere repetition. The falling off in the total of exports and imports per steamer, indicated in the comparative notice below, is due partly to the failure of the silk and cotton productions in Persia, and the general stagnation of business said to have obtained last year in that country, partly to unfavourable conditions reported in the European money market, but above all to the successful competition now exerted by the Russo-Persian transit line, *viâ* Poti.

TOTAL VALUE of Imports.

Years.	Imports.			Exports.		
	Piastres.	£	s.	Piastres.	£	s.
1867	225,237,392	1,876,812	2	182,138,810	1,519,811	0
1868	146,418,414	1,220,153	9	118,850,088	990,417	8
Decrease in imports ..	78,818,978	656,658	13			
Decrease in exports ..	..	..		63,288,722	529,393	12

Note.—Nine-tenths of the steamer export and import at Trebizond has reference to the Persian traffic. No direct conclusion can therefore be drawn from the above figures, affecting the internal commercial conditions of Anatolia itself.

Market Prices.—These have in general risen about 5 per cent. above the standard given for 1867, owing to last year's late spring, and dry

summer along the coast. The local decline of affairs has however lowered house-rent at Trebizond in about the same proportion.

Tariffs and Trade Laws.—No change worth reporting. All that here requires notice is the injurious effect of the extra 2 per cent. duty imposed on all articles of Persian transit to and fro, especially injurious now that so vigorous a competition has been set up by the Russian route.

Banks and Exchange.—There are no banks at Trebizond, and consequently no stated rates of exchange. Money transactions are carried on by individual bill-broking. The rates vary from person to person, and from hour to hour, being often different at the same time for different quarters of the town.

Taking the Turkish copper piastre as basis, the average rate of money exchange at present is—

					Piastres.
£ English	..	..	..	..	123
£ Turkish	..	..	..	..	113
£ French and Italian	..	..	..	..	99
£ Russian (Gold Paul)	..	..	..	..	101
Dollar, Maria-Theresa	..	..	..	..	25

SHIPPING AND NAVIGATION.

The steam lines between Constantinople and this port have undergone some alteration. The Italian line, which consisted of one only steamer, wrecked last year off Cape Injeh, has ceased to run; but instead, the Austrian Lloyd's now arrives weekly instead of fortnightly. The programme of the Turkish steamers is weekly, and they go on to Batoom; but the service is irregular. The French line is weekly, but it now stops short at Trebizond. The Russian steamers—large, and in direct correspondence with Odessa and Poti, enjoying besides a special contract for the transport of Persian wares and passengers—do alone nigh half the business. They are weekly, and run to Batoom.

The sailing trade, whether foreign or coasting, has diminished with the diminishing prosperity of Trebizond, or rather of the Persian traffic, whence, in chief measure, the commercial importance and prosperity of Trebizond. This will appear from the following comparative statements for the last two years :—

Steam Arrivals.

1867	..	..	..	..	..	287
1868	..	..	..	..	..	279
Decrease	..	..	..	..	..	8

Three of last year's arrivals were occasional English steamers.

Shipping Arrivals.

1867	..	..	..	..	..	99
1868	..	..	..	..	..	34
Decrease	..	..	..	..	..	65

One of last year's arrivals was a British coaler. Tonnage, 344; crew, 12.

Coasting Trade.

1867	..	..	..	..	..	856
1868	..	..	..	..	..	698
Decrease	..	..	..	..	..	158
Total Decrease	..	..	..	..	..	231

Note.—Taking the entire south Black Sea coast into consideration, this diminution has been not general and absolute, but local and relative, the sink at Trebizond corresponding with a proportionate rise at other points of the sea-board—at Poti especially, Samsoon, Batoom, and Ordoo.

Port, Harbour, Lighthouses, and Lights.—No material change has taken place in any of these since last year.

Shipbuilding is confined to open vessels of small craft.

The inconveniences of the present roadstead have been noticed before, but it might be changed into an excellent harbour by a simple breakwater of about 300 yards in length, with a direction from N.N.W. to E.S.E. Such a breakwater could easily be constructed, for materials are close at hand, and the soundings on the line required nowhere exceed 4 fathoms. This project has repeatedly been discussed, but there is no sign as yet of its being put into execution.

AGRICULTURE.

Nature and Yield of Crops.—All these have been minutely described in the former Report. Wheat, barley, and maize are the principal cereals of this district; nuts, olives, hemp, flax, and tobacco, the chief non-cereals for exportation; lentils, beans, onions, and leeks, for local consumption. The cultivation of tobacco—especially that of an ordinary sort, worth about $1\frac{1}{2}$ piastre or 3*d.* English the lb. on the field—has increased by nearly a fifth within the last year; that of cereals has diminished in about equal proportion.

The chief causes which act unfavourably on the development of agriculture in these countries will be found given in the Appendix on taxation further on.

Animal Produce.—This province being mostly mountainous, the stock of horned is neither large nor fine, nor is any attempt made by the peasants to improve the breed; but the sheep and goat stock is very abundant. A rough computation, based on the quota furnished by the yearly sheep-tax, gives about 1,500,000 head for the entire province. The wool is much esteemed and largely exported; it approaches that of Angorah in quality.

Cattle plague breaks out here from time to time; but, thanks to quarantine regulations, and still more perhaps to the difficulties and infrequency of local communication, seldom spreads.

POPULATION AND INDUSTRIES.

Of *Mines and Minerals* a full account was given last year, nor has any change occurred since in this matter.

Factories, &c., in the district of Trebizond are none. For those of Samsoon, see further on. The people hereabouts are mostly traders or fishermen; smugglers also on the coast; agricultural or pastoral in the interior.

Employment.—To come to particulars, the Mahometan population,

whether Turkoman or Laz, furnishes excellent hushandmen, sailors, fishers, and carpenters. The Kurdes, also Mahometan, are exclusively shepherds. The "Greeks," or Byzantines, are good stonecutters, tolerable tradesmen, and frequently shop and public-house keepers. They invariably gravitate coastwards and townwards. The Armenians are tolerable agriculturists, good tailors and jewellers, and, above all, great usurers; they are also shoemakers, porters, and servants. As a rule, the Turkomans are the steadiest, the Laz the most enterprising, the "Greeks" the most restless, the Armenians the most industrious; and, in general, the Mahometans are the more dependable, the Christians the more ingenious.

Rates of Wages, computed, as is here the custom, per diem, average as follows:—

			Piastres.	s.	d.	s.	d.
Carpenter	..	..	9 to 12	=	1	6 to 2	0
" fine work	..	..	16 "	26	=	2	8 " 4 4
Stonemason	..	..	10 "	14	=	1	8 " 2 4
House painter	..	..	10 "	14	=	1	8 " 2 4
Day labourer	..	..	5 "	6	=	0	10 " 1 0
Boy	..	..	2 "	3	=	0	4 " 0 6

Note.—Further on will be found a tabular statement compiled from good authorities, and giving the entire population of the "weleyat" or province, classified after local fashion.

PUBLIC WORKS.

Many roads are projected, especially from the coast inland; but none have made sufficient progress to deserve mention, except that now under construction from Trebizond to Erzeroom. The total length of this road is about 210 English miles. Of these, 110—namely, from Trebizond to Balahor—belong to this province, the remainder to that of Erzeroom. The ground to be gone over by the first-mentioned section is mountainous; and the highest pass, that namely of Ziganeh Dag, is about 6,200 feet above the sea-level.

The average number of workmen (forced labour) employed daily on the route, during the six summer months of the year, is 4,000. Each man has an oke, or $2\frac{3}{4}$ lbs. English, of black bread, price 2 piastres, or 2*d.* English, supplied him per diem. Tools are provided by Government. In addition, 1,000 hired workmen, at 6 piastres or 1*s.* English per head per diem, are employed as stonecutters and masons for the construction of bridges and the like. To cover the expense of their wages, and for other necessary outlay, Government furnishes a yearly subsidy of 2,500,000 piastres, so long as the work goes on. Blasting powder, and, in part, the pay of officials, count as extras.

Now reckoning the equivalent of the forced labour at 6 piastres a head daily, bread included, we get for the total effective outlay per annum,—

		Piastres.	£	s.	d.
Forced labour	..	4,320,000	=	36,000	0 0
Government subsidy	..	2,500,000	=	20,823	6 10
Extras	..	300,000	=	2,500	0 0
Total	..	7,120,000	=	59,323	6 10

Of the section of the road within this province, some 20 miles are already completed; 45 more will be finished before the end of the year. Corresponding progress is being made on the Erzeroom side. It is calculated that the whole will be finished by the summer of 1871.

The administration and engineer staff are entirely Turkish and military. The works, thus far, are not bad; and should other causes, of which mention has been made elsewhere, not anticipate or divert, the new road may be no less advantageous for commercial than it will be for military purposes.

There are no *railroads* or *canals* within this district. A *telegraph line* exists; it partly follows the sea-coast, partly deflects to the interior, from Trebizond to Batoom at the eastern extremity of the province, and to Samsoon near the western. It is but indifferently laid down, often interrupted, nor is secrecy properly observed by the officials.

GENERAL REMARKS.

Firstly, though Trebizond possesses little direct correspondence with British houses of commerce, and the arrival of British steam or sail in the port is rare, yet by indirect traffic, and passing through Constantinople agents or brokers, full two-thirds of the imports here are English manufactures, such as cottons, calicoes, and hardware. Again, of the exports in cereals, tobacco, wool, hides, and carpets, a fair proportion, it seems, goes to England. Hence it follows that the traffic of this port and coast cannot be held for unimportant to us, either in demand or supply.

Secondly, although Trebizond, the creature of the Persian traffic, has latterly fallen off, Samsoon, Batoom, and Ordoo, all three sea-ports of this very province, are rapidly rising in importance. The reason is, that unlike Trebizond, their direct communication lies with the most important and productive inlands of Anatolia, nor, consequently, are they affected by the rivalry of Poti. Their export and import are, directly or indirectly, chiefly to and from England.

SAMSOON.

Extract from a Commercial Report furnished by a Correspondent at that place.

"Our imports are chiefly manufactured goods, cloth, cottons, calicoes, and the like; these are almost exclusively from England. Second in importance come sugar, coffee, wines, spirits, glass, earthenware, tacks, &c., these are from various quarters, but mostly French. Lastly, iron, in bars and worked; these again are English.

"The exports are wheat, barley, oats, maize, flour, hemp, flax, linseed, beans, wool, hides, cotton, raw silk, copper in pigs, sundries, and tobacco."

"Of these the cereals are chiefly from the provinces further inland; the staple product of the Janik, or coast district itself, is tobacco. Of this the quantity furnished yearly is about 50,000 kintars (or about 14,000,000 lbs. English).

"Besides its own immediate trade, a very large one, in this and other articles, among which hemp and maize are prominent, Samsoon is the principal outlet of the traffic carried on from the central provinces of Anatolia with other parts of the Turkish Empire and with Europe. It is, in fact, the point of arrival and departure for merchandise to and

"from Marsivan, Amasia, Tokat, Sivas, Yuzgat, Kara-Hisar, Keysareeyeh, "Kharpoot, Keer-Shahr, Diar-Bekir, and even more distant localities. "To sum up, Samsoon commands a more active trade than any other "single port on the Turkish coast of the Black Sea."

(Here follow the writer's remarks regarding the possible ameliorations of the harbour, and of the land communications; but as they add nothing to the statements made in last year's Report, under the heading "Samsoon," and the paragraph "Roads," they may be now omitted).

"From the year 1860 to 1866 there was no marked fluctuation in the "trade of Samsoon, the annual importation reaching about 70,000 bales, "having a total average value of 19,000,000 francs (or 760,000*l*. "English), and the corresponding exportation making up about 100,000 "bales, with a total average value of 17,000,000 francs (or 680,000*l*. "English).

"But in 1867 and 1868 the demand of corn for Europe raised the "exportation to an equivalent value of 28,000,000 francs (or 1,120,000*l*. "English), while, by an indirect result, the importation rose, though not "equally, and attained a total value of 21,000,000 francs (or 840,000*l*. "English).

"The sea traffic here is mainly by steamer, the lines and services "being the same as at Trebizond. Sailing ships have less in proportion "to do, owing to the uncertainties of an open roadstead. The average "arrivals of 1867 and 1868 give about 60 sailing ships of large tonnage "per annum, almost all freighted corn. A few were British vessels.

"This district (the Sanjak of Janik) possesses three corn mills and "two silk factories worked by steam power; the owners are French and "German. Native manufacture is coarse in kind, and makes little "progress, but the demand for foreign wares at Samsoon and in the "interior increases yearly."

APPENDIX.

PROVINCIAL TAXATION.

The new rates of taxation lately introduced along with the "weleyat," or Provincial Government system, differ in so many respects from those previously established in Turkey, and have besides a so marked effect on the agricultural and productive conditions of the country in particular, that a brief synoptical view of provincial taxation, as it now exists, seems necessary, that a full understanding may be had of these matters.

Taxation, to begin with what falls on townfolk and countryfolk alike, now comprises—

I. "Temettua," or "Income." This is a general income-tax of 4 per cent. per annum.

II. Ditto. A special tax of 4 per cent. on all articles of home manufacture, or destined for home consumption. Those for foreign exportation are exempt.

III. "Imlak," or "Property," a tax of 5 per cent. per annum, on all immoveable property in houses or lands, so long as the same remain to the proprietor's own use.

IV. Ditto. A tax of 5 per cent. per annum on the above if rented out.

V. "Meeree-Kintar," or "Government weight," a tax or duty of 20 paras (one penny English) on every "kintar" of all raw produce soever sold by weight for home consumption. That for exportation is exempt. A "kintar" equals about 270 lbs. English.

2.

Taxation which falls directly on the country folk.

VI. "Ashar," or "Tithes," a tax fluctuating between 10 per cent. to 15 per cent. per annum on all agricultural produce, fruit trees included. The "Ashar" of this year has been fixed at $12\frac{1}{2}$ per cent.

N.B.—This is the only tax recognised by the theory of Islam, under the name of "Zikaah," and for centuries this, combined with the "Saimeh," or cattle tax, under the same title, but at a different rate, was the only tax regularly levied in the Arab and Turkoman Empires.

VII. "Saimeh," or "Computation," a tax, or duty, of 2 piastres (4*d.* English) per head per annum on sheep and horned cattle. At the current prices this tax is equivalent to about $3\frac{1}{2}$ per cent.

N.B.—In its original institution, as part of the "Zikaah," or "purification," this tax represented one in 40, or $2\frac{1}{2}$ per cent., and by this latter estimate it is still levied in Nejed and independent Arabia.

VIII. "Agach-Meeree," or "Government right on Trees," a tax, or duty, of 20 per cent. on all timber cut in unreclaimed or public forests.

3.

— Taxation which falls exclusively on the townsfolk.

IX. A tax of 10 piastres, or 1*s.* 8*d.* English, per month, constituting 1*l.* per annum, on every shop or warehouse, to defray the expense of street lighting at night.

X. A tax of 6 piastres, or 1*s.* English, per month, being 12*s.* per annum on the same, for the expense of night watchmen.

4.

Taxation which in appearance falls exclusively on the non-Mahometan population.

XI. "Bedel-Askeri," or "Army Exchange," a tax of 25 piastres (4*s.* 2*d.* English) per head per annum, nominally levied on all non-Mahometan subjects, from the age of 18 to 60, in lieu of personal military service.

5.

Taxation for local objects peculiar to this province.

XII. A tax of 1 mejeedee, or $22\frac{1}{2}$ piastres (3*s.* 9*d.* English) per head per annum on all males of town or village situated within 80 miles of the transit route from Trebizond to Erzeroom, to defray the expense of constructing the same. In default of payment, five days' forced labour on the route itself.

6.

Taxation entitled "Intisab," a vulgar mistake for "Ihtisab," or "Reckoning"; it comprises sundry dues of old standing, which have survived the bringing in of the new system. Of these the chiefest are—

XIII. A tax, or duty, of 20 per cent. on all sea fisheries.

XIV. A tax, or duty, of 5 per cent. on grebes; these are a kind of sea birds caught hereabouts, esteemed for their plumage.

XV. A tax, or duty, of 1 in 40, that is $2\frac{1}{2}$ per cent. on the sale price of horses, mules, asses, or camels.

XVI. A tax, or duty, of 2 piastres (4*d.* English) per apartment, irrespective of size, levied on every new construction at the time of building.

7.

Monopolies; stamp-paper duties; port, harbour, and light-house dues; Custom-house.

But these belong rather to the indirect taxation, and have besides been sufficiently specified elsewhere. Two only, belonging to the last, or Custom-house category, seem to require special notice here, as bearing heavily on this province in particular.

XVII. A transit duty of 2 per cent. on all goods expedited overland to, or coming from, Persia.

XVIII. A duty on home-grown tobacco, calculated by a sliding scale of 6, 9, and 12 piastres (1*s.*, 1*s.* 6*d.*, and 2*s.* English) respectively per oke. The oke equals about 2.75 lbs. English. Tobacco for foreign exportation is exempt.

Explanatory remarks on the above items of taxation, referring to them according to the numbers prefixed.

I. The valuations necessary to the levying of an income tax have been entrusted to a special Commission, nominated to that effect in 1867, and sitting at Trebizond. During these two years it has completed nothing but some dubious estimates within the town itself, and in the near neighbourhood. The incomes of the wealthier citizens have been notoriously estimated much below the real mark. The Commission promises to extend its labours all over the province; but there is as yet no sign of its so doing.

The tax itself, equivalent to about $9\frac{3}{4}$ *d.* in the *l.* seems rather a heavy one.

II. This tax needs no comment; directly it is an effectual damper on all native industry and manufacture; indirectly it often results in taxing the same article twice over, each time at 4 per cent.

III. The task of estimates devolves on the Commission above mentioned, and hitherto with the same results.

In itself this tax, equivalent to about $1\frac{1}{4}$ *d.* in the *l.*, does not seem unreasonable.

IV. This tax, equivalent to 1*s.* in the *l.*, is heavy out of all proportion; secondly, by the coincidence of its object with No. I., it may not unfrequently become a tax of 5 per cent. + 4 per cent.

Note.

Taxes III. and IV. are, for the country folk, not levied separately, but fused into one, called the "Salian-Vergoi," or "Compulsory Gift," a name dating from the worst times of mis-government between the years 1733 and 1789. It is collected as follows:—A rough estimate is made, not of the actual produce, but of the dimensions and of the real or supposed productiveness of the land, after which an equally rough calculation is made, having for base the *kôt*, a dry measure of about two gallons English, and on the result of these computations the tax is levied at a rate of 4 per cent., whatever the year may have been. No cadastre of any sort has been made or revised for the last 20 years; interest, occasion, and chance mostly determine the estimate.

All this speaks for itself.

V. Rather an octroi duty than a tax. It is farmed out to "Multa-zims" or Collectors. Subjoined is the Government account under this heading for the sub-district of Trebizond during the last five years:—

			Piastres.	£	s.	d.
1864	..	..	60 000	=	500	0 0
1865	..	..	55,000	=	458	6 8
1866	..	..	50,000	=	416	13 4
1867	..	..	40,000	=	333	6 8
1868	..	..	30,000	=	250	0 0

The progressive diminution in these numbers is partly due to the general falling off of traffic at Trebizond, partly to other causes, which may be explained elsewhere.

VI. This tax, a heavy one, even when, as originally, sole, and, accord ing to its name, a tenth, is now doubly burdensome, both in its increased percentage and because accompanied by so many others. It is further aggravated by the inconveniences brought on the peasants in the manner and circumstances of its collection, as stated elsewhere.

Subjoined is a statement of the proceeds of this tax in the province of Trebizond for the last five years:—

			Piastres.	£	s.	d.
1864	..	..	12,175,000	=	101,468	6 8
1865	..	..	12,525,000	=	104,392	10 0
1866-8	..	..	10,975,000	=	91,468	6 8

giving a falling off of 10,000*l.* for the last three years.

It is to be noticed that the diminution in the proceeds of this tax has been, at least contemporary with the increase in the rate of the tax itself. Probably it has been in some measure casual also.

Note.

Throughout the province of Trebizond this tax has been, for some years past, not farmed out, but collected directly by Government. But though the "Iltizam," or farming system, is, in theory, the heavier, it is in practice preferred by the peasants, for the simple reason that they have thus a better chance of shirking payment in whole or in part than when brought immediately under the close grip of Government officials.

VII. Though, as it appears from what has been already stated, somewhat raised, this tax does not appear unreasonable, nor is it reported to be injurious. It is farmed out to collectors.

The proceeds have, from various causes, fluctuated considerably between the years 1864-1868; the maximum for the province of Trebi-zond during that period having been 966,240 piastres (8,052*l.*), and the minimum 906,120 piastres (7,551*l.*)

VIII. This tax is nearly a dead letter. Were the rate reasonable one could wish it enforced, for the wanton waste of forest trees in the interior is shameful. I have repeatedly seen noble trees,—ash, beech, and fir, some hacked down, some burnt about till they fell by the peasants, and all for the sake of a single beam. But the rate now fixed is exorbitant, and thus perhaps matters are best left alone.

Note.

For the special condition of the peasantry under all these taxes, see concluding remarks.

IX. and X. High rates, considering the smallness of the capitals here invested in business. But a reduction is promised for next year.

XI. This tax has hitherto been assessed, not on individuals, but on communities, approximately estimated, leaving the latter to settle among themselves the precise sum to be contributed by each household separately, so as to make up the total amount. Now, however, an attempt is being made to convert the "Bedel-Askeri," into a strict poll tax, an injudicious measure, giving rise to much reclamation, to evasion by means of pseudo-Greek or Russian passports, &c.

Note A.

The "Christians" make a continual grievance of this tax, yet they complain still more loudly on any talk of its being abolished, and personal Army service established in its stead. This alone, not to mention other facts, clearly shows that the military conscription, to which Mahometans are subject, is in reality much the heavier tax of the two, and that the existing arrangement is in favour of the "Christians," not of the Mahometans.

Note B.

Much harm has been done by looking at this matter from a political or a religious point of view, whereas it is, in fact, a question of finance and resources. The number of the cultivators of the soil, chiefly Mahometans, diminishes yearly under the burden of a conscription wholly disproportionate to their strength; diminution of labourers implies diminution of labour and of product; and a bankruptcy of flesh and blood will lead, if to nothing else, at least to a bankruptcy of finance. In plain words, either the army must be cut down by a full half,—a dubious measure,—or the burden must be lightened off the Mahometan peasantry by an equitable distribution among the Christian.

Political difficulties, due mainly if not entirely to external instigation, can be met by political measures with the instigators themselves. Religious difficulties are not here greater than those which have been successfully arranged in the army formation of almost every country; Mahometans are, as a rule, less fanatical than many Christians, even European. But the difficulties arising from a depopulated country and a failing finance, are real and imminent.

XII. Few of the villagers can afford to pay money, most give labour. Many of them have to come a long foot journey of six days or more, in order to undertake hard and unpaid work, with all incidental expenses of road and wear, besides leaving their houses and fields unlooked after for three or four weeks. Reckoning a day's labour at 5 piastres (10*d.* English), the average price, we shall find that the inability to pay $22\frac{1}{2}$ piastres down, entails in many cases a clear loss of $77\frac{1}{2}$ piastres (12*s.* 11*d.* English) at least; no inconsiderable detriment to the peasantry, and consequently, though that is often overlooked, to the State.

Accidents, sickness, and the like, though not unfrequent, extras, have not been admitted into this calculation.

XIII., XIV., XV., and XVI. These taxes have in theory been cancelled by I., II., III., and IV., and their further existence is an abuse.

XVII. This duty is unseasonable at a time when the Persian traffic, *viâ* Trebizond, is yearly diminishing in favour of the duty-free route by Tiflis and Poti, when Russia, by every facilitation and concession, bids fair to absorb the transit trade altogether; when the harbour at Poti has at least a reasonable chance of completion within two years, that of Trebizond none. The Persian caravans should rather be bribed, if needful, to come this way than driven off by extra duties.

XVIII. This scale is at its lowest degree excessive, at its highest preposterous. Much tobacco is here grown at 4 piastres (8*d.* English) the oke (2 $\frac{3}{4}$ lbs. English), cost price; the highest never exceeds 20 piastres (3*s.* 4*d.* English). Thus the scale fluctuates between 60 per cent. and 200 per cent.

CONCLUDING REMARKS.

Were all these taxes and duties regularly exacted, the country would soon be altogether a desert, and the towns nearly so. But a timely corrective exists in the extreme irregularity with which taxation is levied here. Many things are in practice not taxed at all, others only partially; property worth thousands is estimated at hundreds; villages are left to stand over year after year, till arrears become impossible, and so forth. Want of method, negligence, interest, sometimes mercy, effect this. Still it is unfortunate that these alleviations are more frequently in favour of the town than of the country, of the rich than of the poor.

2. Again, it must be borne in mind that the weight of taxation increases in inverse geometrical proportion to the means of the person taxed. Thus 10 per cent. is heavy on a rich man, ten times heavier on a poor one; and where poverty comes down to the level of actual indigence, even 1 per cent. may be insupportable. Now a full third, a half perhaps, of the Anatolian peasantry are at that level already, and as a single degree's increase of cold causes water, when once at 32°, to crystallize into ice, so a single levy of "Ashār," or "Imlak," sinks many a villager at once from mere poverty into the helplessness of absolute destitution. Then the oxen are sold from the plough, the cauldron from the hearth, and nothing remains but to emigrate as best may be, or to die. This is the yearly lot of hundreds; we relate what we have seen ourselves.

3. It is enough to have touched on a painful and invidious topic; but were an impartial observer, with suitable ground work of knowledge, commissioned to pass a sufficient time in the interior among the landlords, farmers, and peasants, over a sufficient space of district; thus alone, perhaps, could an adequate idea be formed and given of the relative, that is of the real, weight of taxation in these lands. Residents in towns, sea coast towns especially, such as Smyrna, Constantinople, or Trebizond, where no one knows, or cares to know, anything about the state of the peasantry 30 miles inland, can give little information worth the having, and taxation interests a governing body too nearly to allow of much confidence in official reports on its effects. Many grievances current in newspapers, or discussed in committees, are mere fabrications, or exaggerations at best; the grievance of a silent, obedient, and over-taxed population is unnoticed, but real.

Subjoined to the Statistical Table A, are the Financial Tables B and C, of which B sets forth the income of the provincial treasure from taxation and other sources, in parts and in whole; C gives the budget of the province, subdivided and entire, after deduction of the local expenses.

Notes to A.

1. The word "family" generally denotes one dwelling, but it may include more.

2. In computing individuals, males alone are reckoned; but if to these we add the females and infants at the breast, who are generally passed over also, the total population of the province will somewhat exceed a million.

3. The "Catholics" are Armenian. The number of Protestants is too small for separate notice; they class with the Gregorian Armenians.

4. "Sanjak," or "Banner," is a term of military origin; it here means a "sub province," into two or more of which a "Weleyat," or province, is now divided.

"Kaza," or "section," is the sub-division of a "Sanjak," "Nahiyeh," an Arab word, meaning "side," or "quarter of the compass," is again the sub-division of a "Kaza."

Notes to B.

1. "Extraordinary sources" here denote the prices received for the sale of Government lands, the grebe, fishery, and horse sale duties, with waifs and strays in general.

2. The piastre is here taken at 120, equal to 1*l.* sterling, but its value, as collected by Government, is variable, fluctuating between 110 and 123 to the £ sterling. Some allowance has been made for this in the reductions.

Notes to C.

1. "Receipts" here comprise both taxation and extraordinary.

2. "Expenditure" includes the pay of minor Government officials, the cost of most local improvements, such as road mending or even making, quay and harbour repairs, &c., also outlay incurred on behalf of Circassian and other exiles here arriving or newly settled.

3. The surplus is, in regular course, for remittance to the Treasury at Constantinople.

4. Custom duties and mines are not here included, being exempt from the "Weleyat" or provisional jurisdiction.

B.

Tabular Statement of Revenue Derived from Taxation and other Sources, throughout the "Weleyat," or Province of Trebizond in 1868-69.

Sanjak.	Kaza.	Nahiyeh.	Regular Taxation.	Extraordinary Sources.	Total		
					Piastres.	£	s. d.
Trebizond.	Town of Trebizond and suburbs ...	4	3,818,437	737,214	4,555,651	37,963	15 2
	Kerasund	2	1,527,945	111,684	1,639,629	13,663	11 6
	Boojak	3	1,915,215	30,519	1,945,734	16,214	9 0
	Rizeh	1	1,070,353	32,061	1,112,414	9,270	2 0
	Tireboli	1	1,155,197	168,277	1,323,474	11,028	14 4
	Of	1	1,855,768	17,906	1,873,669	15,613	18 2
	Total	12	11,352,910	1,097,661	12,450,571	103,752	10 2
Janik.	Town of Samsoon and Suburbs ...	1	2,652,818	227,666	2,880,484	24,004	4 0
	Bafrah... ..	1	2,445,282	46,643	2,491,925	20,766	5 0
	Charshembah	1	1,913,526	58,862	1,972,388	16,436	17 2
	Oonieh	4	2,427,937	62,653	2,490,590	20,754	11 8
	Total	7	9,439,563	395,824	9,835,387	81,961	17 10
Lazistan.	Town of Batoom and suburbs ...	3	486,395	165,284	651,679	5,425	13 6
	Liwaneh	1	742,799	...	742,799	6,188	6 6
	Arkhoweh	4	1,135,266	31,432	1,166,698	9,722	9 8
	Total... ..	8	2,364,460	196,716	2,561,176	21,336	9 8
Gumesh-Khaneh.	Town of Gumesh-Khaneh and suburbs ...	2	700,717	34,639	735,356	6,127	10 0
	Torool	1	951,096	12,174	963,270	8,027	5 0
	Kelkeet	1	1,100,675	...	1,100,675	9,172	15 10
	Total	4	2,752,488	46,813	2,799,301	23,327	10 10
	Grand Total	31	25,909,421	1,737,014	27,646,435	230,377	8 6

C.

COMPLETE Budget of the "Weleyat," or Province of Trebizond for the Year 1868-69.

Sanjak.	Kaza.	Nahiyeh.	Receipt by Taxation, &c.	Expenditure.	Balance.		
Trebizond.	Town of Trebizond and suburbs ...	4	4,555,651	3,046,188	Piastres.	£	s. d.
	Kerasund	2	1,639,629	150,125	1,509,463	12,578	17 2
	Boojak	3	1,945,734	158,212	1,489,504	12,412	10 8
	Rizeh	1	1,112,414	69,408	1,787,522	14,896	0 4
	Tireboli	1	1,323,474	72,510	1,043,006	8,691	14 4
	Of	1	1,873,669	66,901	1,250,964	10,341	4 4
	Total	12	12,450,571	3,563,334	1,806,768	15,056	8 0
Jantik.	Town of Samsoon and suburbs ...	1	2,880,484	1,965,347	915,137	7,626	2 10
	Bafrah	1	2,491,925	48,529	2,443,396	20,361	12 8
	Charshembah	1	1,972,388	75,637	1,896,751	15,806	5 2
	Oonieh	4	2,490,590	176,214	2,314,376	17,619	16 0
	Total	7	9,835,387	2,265,727	7,569,660	61,423	76 8
Lazistan.	Town of Batoom and suburbs ...	3	651,679	927,559	275,880	2,299	0 0
	Liwaneh	1	742,799	82,356	660,343	5,503	13 10
	Arkhoweh	4	1,166,698	104,645	1,062,033	8,850	8 10
	Total	8	2,561,176	1,114,560	1,446,616	12,055	2 8
Gumesh-Khaneh.	Town of Gumesh-Khaneh and suburbs	2	735,356	488,495	246,861	2,057	3 6
	Torool... ..	1	963,270	48,124	915,146	7,626	4 4
	Kelkeet	1	1,100,675	78,210	1,022,465	8,520	10 0
	Total	4	2,799,301	614,839	2,184,472	18,193	17 10
	Grand Total	31	27,646,435	7,558,460	20,087,975	165,649	12 0

Trebizond, May 12, 1869.

URUGUAY.

MONTE VIDEO.

Report by Acting Consul-General Munro, on the Trade and Commerce of Monte Video for the Year 1868.

THE following is a statement of the value of the imports at the port of Monte Video for the years 1866, 1867, and 1868, as taken from the returns in the office of the Collector-General of Customs, and at the rate of the official valuations for duties.

Imports.

Value of imports :—

In 1866 : \$14,608,090 (3,104,219*l.*) ; in 1867 : \$17,657,918 (3,752,307*l.*) ; in 1868 : \$16,102,474 (3,421,775*l.*).

From Great Britain the principal articles of importation consist of cotton and woollen goods, chiefly the former ; ironmongery, beer, ready-made clothes, white metal, copper, wire, and coals.

From France the importations are sugar, cotton, and woollen goods, in both of which latter the amount imported increases yearly, ready-made boots and shoes, lucifer match boxes, muslins, articles of ornamental furniture, ready-made clothing, silks, wines, brandy, sardines, Roman cement, and fire-arms.

From Spain the imports consist of wine, oil, olives, rice, vermicelli, chocolate, raisins, playing cards, paper, and salt.

From Germany come cotton and woollen goods, rice, liquors, chiefly hollands, wine, toys, jewellery, cigars, musical instruments, furniture, and ready-made clothing.

From Brazil are imported the yerba from which the maté is made, of which there is a large consumption in the Republic, and which, since the commencement of the Paraguayan war, is entirely brought from Brazil, sugar, and cana, a liquor distilled from the sugar cane, and which is of universal consumption. Tobacco and cedar wood also come from Brazil.

From Chili there is a regular importation of flour, the amount of wheat produced in this country not being at all sufficient for the requirements of the population, and Chili is the main auxiliary in this respect.

From the United States pine wood forms the principal article of importation, a large quantity of which has been imported in the last few years owing to very great increase in the amount of capital invested in the building of houses ; furniture, flour, agricultural instruments, washing and sewing machines, and such like articles, are also considerably imported.

The proportions of the amounts of the different goods imported from the different countries I have not been able to obtain.

Exports:

Value of exports :—

In 1866 : \$10,668,040 (2,266,321*l.*) ; in 1867 : \$12,077,795 (2,566,531*l.*) ; in 1868 : \$12,139,720 (2,579,273*l.*)

The exports to England consist of salted ox and cow hides, tallow, grease, cows and mares, bones and bone ash, wool, and sheep skins.

To France salted and dry hides, horns, sheepskins, wool, hair, horse hides, tallow, and agates.

To Spain the principal export is of dry hides, ox and horse ; and of the jerked beef, or charqui, to Cuba.

To Italy the exports are increasing, and consist of horns, salt and dry hides, tallow, wool, and sheep skins.

To Germany there is a considerable exportation through the port of Antwerp, consisting of wool, hides and tallow, sheep skins and horns.

To Brazil the almost sole export is the jerked beef, for which it forms the principal market. Barrels of salted tongues are also exported there, a good deal of flour, with a few dry hides, as dunnage for the beef.

To the United States dry ox hides are almost the sole export. Dry horse hides are also sent there.

A new branch of exportation, which, if reduced to a certainty of success in the means applied to render it marketable in Europe, would soon become very extensive, is that of the preserved fresh beef and mutton, but as yet, of the many methods for its preservation of which experiments have been made, none appears to have effected the result desired, that of producing for European consumption an acceptable article.

The meat of this country is without fat and comparatively insipid. Of the extractum carnis, or essence of meat, prepared on Baron Liebig's system, at the very complete works of the company at Fray Bentos, the exportation is on a large scale, 50,000 lbs. a month of the extract being the calculated amount to be shipped in 1869.

SHIPPING AND NAVIGATION.

The following is the return of British shipping which has entered and cleared at the port of Monte Video during the years 1866, 1867, and 1868 :—

				Entered.		Cleared.	
				Ships.	Tons.	Ships.	Tons.
1866	..	..	..	326	148,670	320	139,843
1867	..	..	..	449	218,719	419	203,989
1868	..	..	..	426	228,986	442	234,613

which statement, as compared with that of the three years ended in 1858, exhibits a remarkable increase in the British shipping to this port in ten years.

The return of British shipping entered and cleared at the port of Monte Video during the years 1856, 1857, and 1858, is as follows :—

				Entered.		Cleared.	
				Ships.	Tons.	Ships.	Tons.
1856	..	..	..	90	23,159	88	22,347
1857	..	..	..	171	25,390	109	25,741
1858	..	..	..	228	57,878	223	54,558

The general increase of the shipping of all nations is in the proportion of 1,200 ships of 500,000 tons in 1868, to 936 ships of 200,000 tons in 1858.

The continual political and commercial shocks that have occurred in Monte Video during the last three years have had the effect of diminishing the number of vessels arrived in 1868, the ships of all nations that entered the port in 1867 exceeding those in 1868 by more than 200.

There is nevertheless an excess of British tonnage in 1868 over 1867, which is to be accounted for by the greater number of coal ships of a large class arrived in 1868 to provide for the consumption of the Brazilian squadron, and the vast increase of river traffic created by the war in Paraguay.

There have occurred altogether 44 disasters to ships in the River Plate in the year 1868, of which 17 have been of vessels wrecked upon the English bank, or upon the northern coast of the river, between Monte Video and the entrance.

There is a contract existing, though not yet commenced, to be executed for replacing the lighthouse upon Lobos Island, the injudicious removal of which some years back has undoubtedly contributed to, if it has not absolutely caused, the loss of many vessels; the existing light on the Point of Maldonado is, by the contemplated arrangement, to remain, and an altogether new light is to be placed at the entrance of the river.

The increase of steam communication within the last few years with Europe is remarkable, there being now no less than six regularly established lines, whereas in 1858 that worked by the Royal Mail Company was the only one existing between any part of Europe and the River Plate. Those now running steamers to this port and Buenos Ayres are four English lines, two French, and one Italian, the English sending always five steamers, and sometimes six and even seven steamers in the month, to the River Plate, making altogether, with the French and Italian, never less than eight regular steamboats, with passengers and goods, from Europe every month.

The harbour of Monte Video is capable of being made a very much securer haven than it is at present, exposed as it is to the south and south-west winds, which carry a heavy surf to the very end of it, and also causing the harbour to be rapidly filling up.

Ships drawing more than 15 feet water have to anchor at a very inconvenient distance from the shore, rendering discharge only possible in fine weather. By the deepening of the harbour and the placing of a breakwater, for the latter of which work there is good local adaptation, an energetic company might establish the most remunerative enterprize in the River Plate.

AGRICULTURE.

Wheat and maize are the only corn crops raised, and for both of which the climate and soil are highly favourable. There is, however, comparatively with the amount of consumption of corn, a very small extent of land in the Republic under cultivation, though during the last few years wheat-growing has become more followed as a regular means of income than formerly, the introduction of American ploughs and other implements of husbandry having made the labour lighter, and the rapid increase of population in the towns requiring a supply far beyond the production of the country.

The railway opened for traffic on the 1st of January last, although as yet in operation only for a distance of four leagues from the capital, will insure the immediate cultivation of a large tract of country.

Hitherto the extremely high price of labour and of transport has prevented the raising of cereal crops, rendering them unremunerative, except in exceptional seasons; this difficulty overcome, there would exist no obstacle to this becoming a corn exporting country, though also, to obtain this improved condition, its chronic disease,—civil war,—must be cured. The wheat crop of 1868 has been almost entirely lost, owing to heavy rains at an unfortunate time, and the consequence is the now almost unprecedentedly high price of bread.

POPULATION.

The population of the entire Oriental Republic of Uruguay may be safely now computed at half a million of souls, of which one-third inhabits the capital and its suburbs.

The last attempt at a census was made in 1861, which exhibited the total number of the inhabitants as 210,000, 74,000 of whom were foreigners; but the returns were so ill made up as to render the report published an unauthentic record. Since that date a steadily increasing flow of emigration has been setting into the Republic, the number entered in the year 1868 having been upwards of 29,000.

Fully one-half of the emigration is Italian. A new census is in contemplation.

British Emigration.—The British emigration to this country is not on a large scale. The Irish who come out generally go on to Buenos Ayres. There have come during the last three years several English families from the Cape of Good Hope, and some families and many single men have found their way in a perfectly destitute condition from Brazil, where it would appear they have not experienced a confirmation of the prospects exhibited to them in England by emigration agents, many of these emigrants on arrival here being subjects of charity until they can obtain means of support.

The great necessity connected with emigration in Monte Video, is that of an establishment where new comers could be received at a moderate cost until they might find employment. Numbers on landing become frightened at the enormous cost of living, and proceed to Buenos Ayres, where better arrangements for the reception of emigrants exist.

The British population in this Republic cannot be calculated at above 2,000 to 2,500 souls. They do not succeed as well as Italians, Busques, or Galicians, being in a great proportion composed of run-away seamen of intemperate and improvident habits. The rates of wages are high, a shepherd or puestero receiving at the rate of 3*l.* per month with certain allowances, respectable house servants 4*l.*, cooks from 4*l.* to 5*l.*, and maid servants about 3*l.* per month with board. Men acquainted with any description of handicraft receive from 6*s.* to 10*s.* per day, and even more if clever workmen, and ordinary labourers 5*s.*

Mines.—It is well known that a large proportion of the Republic is auriferous, and also that lead, iron, and copper ores exist in considerable quantity.

There is a company lately formed with a subscribed capital of 120,000 dollars for preliminary expenses, for the working of the district of Cunapiru, in the department of Tacuarembu, whence the specimens of gold in the quartz are exceedingly rich, and reported as existing to a great extent.

Other projects less matured are also in operation for opening the mineral districts, and there hardly exists a doubt in general opinion but that the ore which might be produced in many districts would full repay well-organized mining.

PUBLIC WORKS.

During the last four years much progress has been made, and large sums expended, in the construction of public works by Government and private contracts.

This progress has not been confined to the capital, the riverain ports have also contributed their quota, and several of the inland towns, where handsome churches have been completed after many previous years of abandonment.

The following detailed statement, taken from the Report of the Scientific Commission of Municipal Public Works, directed and organized by Mr. Havers, an English gentleman, from March 1865 to December 1866, will exhibit the nature of the improvements effected.

The cost of the respective works is converted into sterling money.

	£
24 acres of paving in public squares	22,000
12 streets repaved	17,000
34 „ repaired	12,480
Embankments and excavations for new roads	4,840
36,000 square yards of Macadam upon 10,200 yards of new roads ..	38,960
Bridges, culverts, causeways, and filling and Macadamizing swamps ..	16,780
27,800 square yards of paving, length 4 leagues 3,800 yards ..	91,200
4,854 square yards of foot pavement and curbs	2,910
Planting trees in public squares and streets, and providing and placing marble and iron benches	4,720

210,390

From December 1866, to December 1868, the works of similar character have cost 82,000

(But no official report has been published.)

There have also been several handsome public buildings and banks erected, as—one containing the new Post Office, National Library and Museum, constructed by Mr. Havers	16,000
A new central market, surrounded by extensive buildings for warehouses and shops—centre-work iron—also constructed by Mr. Havers	80,000
A new market, in the shipping quarter, handsomely and well-constructed	55,320
A lazaretto, on the Island of Flores, about 10 miles from the port, not completed, calculated to cost	10,000
A new Exchange, a spacious edifice	32,000
The Italian Bank	18,000
The Commercial Bank	12,000
Total	£515,710

Houses Built.—In addition to the above, which may be called public works, since March 1865 to the end of 1868, upwards of 2,000 houses have been erected by individuals, at an average cost of 500*l.* to 600*l.*

Sea-wall.—There is also in the course of building a sea-wall across the end of the harbour, which is to form the roadway for the railway now in progress, a heavy work of about a mile and a-half in length.

Railway.—The Uruguayan Central Railway, of which about four leagues has been accomplished for traffic, at a cost of about 6,000*l.* the mile in its present condition. There exists an unfortunate dissention amongst the shareholders of the enterprise, which is opposed to the progress of a work calculated to be of vast benefit to the country.

Tramway.—There has also been opened for traffic during the last

twelve months, a tramway for the conveyance of passengers and goods to and from the suburban town of the "tenion," and by which from 8,000 to 10,000 persons are carried in the week. The distance is about five miles.

Electric Telegraph.—The establishment of communication with Buenos Ayres by electric telegraph is one of the most important recent acts of progress.

Conveyance of Water to the Capital.—Another, if successfully carried through, most beneficial work has also been undertaken by a company, namely, the supply of this city with water from a distance of 36 miles, and for the completion of which a guarantee of 10,000*l.* has been deposited, there is, however, a doubt of the successful result.

Several other useful public works are in contemplation, such as a penitentiary, an establishment much required, and others, but the Government at present being without funds, and notoriously in arrears for work done, further improvements are suspended.

REVENUE OF THE STATE.

The revenue of the Republic is, as nearly as can be ascertained, as follows :—

Custom-house Receipts from all sources	\$4,321,614
Stamps, Post-office, &c.	260,152
	\$5,281,776
	£1,123,782

Of the above, the sum of 2,060,651 dollars, or nearly two-fifths, is yearly applied to the payment of State debts, leaving but 3,221,125 dollars, or about 685,346*l.* disposable revenue. The municipal expenses are met by local taxation, the principal of which is the "Contribucion directa," a tax upon real property.

Notwithstanding the many and great improvements in and about the capital recently effected, the condition of the Republic is far from being satisfactory. The Provisional Government of General Flores, at the conclusion of the Civil War in 1865, had to meet heavy immediate expenses, and to remunerate those who contributed to the success of the revolution. New banks were permitted to be established without guarantees for their emission, which soon far exceeded the legal limit, and in order to protect insolvent and unprincipled banking establishments, recourse was had in December 1867, to the disastrous measure of absolving the banks from the obligation of converting their notes, and which indulgence was renewed in July 1868, for a period of twenty months.

From the facility of procuring money under the forced paper currency, many bubble schemes were started, yielding immense profits to the inventors, and local enterprise succeeded; but merchants who had to make their remittances in gold, and were obliged to sell for a depreciated money, or hold their goods on hand for an indefinite time, have suffered in some cases immense losses, and a stagnation of trade has ensued.

The bank doing by far the greatest business in the country, and especially in the interior of the Republic, the bank of Baron Mana, twice closing its doors within twelve months has occasioned an extensive amount of distress, and the long-continued unhealthy state of the money market, and want of confidence in the Government, have produced a general distrust and feeling of uncertainty that paralyze business; and

experienced merchants declare that the commercial condition and prospects in Monte Video were never worse than in the present moment. It is but fair and just to say, however, that the Government, fully alive to the difficulties of the present situation, generated by previous misgovernment, is acting firmly and judiciously under the existing circumstances.

Monte Video, March 8, 1869.

COMMERCIAL REPORTS

FROM

HER MAJESTY'S CONSULS

IN

CHINA.

1869.

*Presented to both Houses of Parliament by Command of Her Majesty.
July 1869.*

LONDON:
PRINTED BY HARRISON AND SONS.
1869.

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*Commercial Reports from Her Majesty's Consuls in
China: 1869.*

No. 1.

Acting Consul Lay to Mr. Hammond.—(Received April 19.)

Sir,

Kiu-kiang, February 1, 1869.

I HAVE the honour to forward the Returns of Trade for this port, accompanied by my Report, for the year 1868.

Duplicate copies of both are being transmitted to Her Majesty's Minister at Peking.

I have, &c.
(Signed) WM. H. LAY.

Inclosure in No. 1.

Report on Foreign Trade at Kiu-kiang during 1868.

Shipping.—THE trade of this port is principally carried on in American vessels, as will be seen by Table 2, in the proportion of three to one British. It should be noted, however, that the two Companies, the Shanghai Steam Navigation Company, American, and the Union Steam Navigation Company, British, have the monopoly of the river, and prevent all other steamers from trading upon it. A large proportion of the shareholders of the American Company are British; but the Company being a good one and paying well they are quite content to keep their money in it, and not run the risk of competition with a Company so powerful as this is.

Imports.—The Comparative Statement below will, at a glance, give a correct idea of the trade of 1868, compared with the four previous years :—

Description.			1864.	1865.	1866.	1867.	1868.
Grey shirtings .	..	pieces	34,091	60,331	89,140	116,817	220,124
White do. .	..	..	5,947	6,729	5,922	5,257	6,209
T-cloths .	..	..	25,330	34,614	19,705	47,911	102,629
Chintz .	..	..	3,325	5,981	3,871	4,338	6,828
Handkerchiefs .	..	dozens	8,966	11,798	4,842	9,188	15,484
Velvets .	..	pieces	1,782	2,732	2,111	3,214	4,299
Velveteens .	..	..	1,572	1,110	1,188	1,237	948
Spanish stripes .	..	..	7,107	8,952	7,414	8,305	10,466
Habit, medium, and broad cloth .	..	..	561	831	1,132	1,107	1,505
English camlets .	..	..	2,696	3,737	5,711	7,323	10,338
Long ells .	..	..	17,160	16,544	16,043	17,642	20,980
Lastings .	..	..	1,391	2,075	2,477	1,515	2,082
Lustres .	..	..	2,590	6,230	4,629	3,731	7,803
Orleans .	..	..	700	900	2,076	560	600
Lead .	..	piculs	5,459	5,797	11,839	9,688	12,272
Tin .	..	..	2,082	2,568	2,882	2,470	4,601
Malwa opium .	..	chests	2,194	2,423	2,415	2,183	1,927
Brown sugar .	..	piculs	24,673	38,207	41,533	30,552	37,405
White do. .	..	..	20,000	21,684	31,829	23,078	28,448
Black pepper .	..	..	3,261	6,686	8,822	8,025	8,603
Sandal wood .	..	..	1,912	6,689	3,572	4,207	8,116
Sapan do. .	..	..	710	2,069	1,160	1,061	1,908
Seaweed .	..	..	26,377	33,533	34,049	31,830	38,009
Cuttle fish, &c. .	..	..	12,364	17,106	10,387	15,372	22,764
Cotton .	..	..	2	4,477	21,593	7,885	8,395
Copper cash .	..	..	41,660	4,369	6,932	1,178	..

Grey Shirtings, T-cloths.—From this Table it will be seen that the import of these articles has increased considerably, the quantity sent to this port being nearly double that of last year, and in the former nearly seven times, and in the latter nearly five times as much as 1864. This is to be attributed to the lower prices of these articles in 1868, and to the general development of trade.

Copper Cash.—The import of copper cash, large in 1864, has gradually fallen, and, this year, a large export has been made amounting in value to 92,270 taels. It is difficult to explain this with any certainty: if it be said that the people in the interior are better off than they were, and now, for the purpose of hoarding, &c., take silver where they before preferred cash, and the accumulation of the latter in large quantities, for which there is very little use, causes it now to be sent away from Kiu-kiang, perhaps this will be giving a good reason.

Opium.—Despite of the practice of smoking becoming more prevalent, the import of foreign drug, never very large here, is lessening every year, while the consumption and cultivation of the native article is greatly extending.

Cotton.—There has been no export of cotton since 1864. It is now imported in large quantities from Che-foo and Ningpo.

In most of the articles mentioned in the Table there has been a steady as well as a large increase.

TREASURE.				Taels.	£
Import in 1868	..	..	..	1,633,582	about 540,000
Export	..	..	..	592,610	„ 190,000

EXPORTS.

Description.	1864.	1865.	1866.	1867.	1868.
	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.
Tea—Black, green, leaf, and dust..	136,925	204,413	179,851	154,815	196,630
Paper	71,862	42,884	54,818	27,181	54,004
China ware	66,178	32,281	18,150	6,991	5,531
Tobacco—Prepared	1,698	1,120	47	55	52
Leaf and stalks	12,257	18,248	7,936	6,484	5,938
Hemp	16,459	23,358	15,438	20,655	27,535
Vegetable tallow	1,381	4,208	2,837	1,576	2,756
Grass cloth	2,449	2,419	3,177	1,175	1,916
Cotton	1,490	..	..	..	..

In exports there is a falling-off in paper compared with 1864 and 1866, but an increase over 1867. Of China ware and tobacco a gradual decrease. These articles are considered by foreigners to be “dangerous,” and there are few merchants who now speculate in them. Moreover, most of the export is now in native vessels.

Tea.—The Table below gives the export of tea during the past six years, and cannot but be viewed with satisfaction. It was all, with the exception of 174,450 pounds, which was shipped direct to England, sent to Shanghai by river-steamers for transshipment, or for sale there:—

Export in				Old Season.	New Season.	Total—Jan. 1 to Dec. 31.
1863.				Lbs.	Lbs.	Lbs.
Black	..	..	..	424,917	9,393,691	9,818,608
Green	..	..	..	7,054,908	8,669,207	15,724,115
Leaf	..	..	..	227,683	657,552	885,235
Total	..	..	..	7,707,508	18,720,450	26,427,958
1864.				Lbs.	Lbs.	Lbs.
Black	..	..	..	750,891	9,543,664	10,294,555
Green	..	..	..	5,584,325	2,025,280	7,609,605
Leaf	..	..	..	58,875	293,673	352,548
Total	..	..	..	6,394,091	11,862,617	18,256,708
1865.				Lbs.	Lbs.	Lbs.
Black	..	..	..	202,820	8,758,736	8,961,556
Green	..	..	..	12,002,149	6,138,641	18,140,790
Leaf	..	..	..	72	152,716	152,788
Total	..	..	..	12,205,041	15,050,093	27,255,134
1866.				Lbs.	Lbs.	Lbs.
Black	..	..	..	776,324	11,700,037	12,476,361
Green	..	..	..	2,773,927	7,775,173	10,549,100
Leaf	..	..	..	17,333	114,032	131,365
Dust	..	..	..	23,867	799,466	823,333
Total	..	..	..	3,591,451	20,388,708	23,980,159
1867.				Lbs.	Lbs.	Lbs.
Black	..	..	..	222,164	10,993,526	11,215,690
Green	..	..	..	1,517,981	7,789,052	9,307,833
Leaf	..	..	..	..	117,875	117,875
Dust	..	..	..	..	557	557
Total	..	..	..	1,740,145	18,901,810	20,641,955

Export in					Old Season.	New Season.	Total—Jan. 1 to Dec. 31.
1868.					Lbs.	Lbs.	Lbs.
Black	..	..	..	..	531,000	16,040,070	16,571,070
Green	..	..	..	..	790,060	8,320,600	9,110,660
Leaf	..	..	..	..	..	209,470	209,470
Dust	..	..	..	..	..	326,130	326,130
Total	..	..	..	..	1,321,060	24,896,270	26,217,330

The increase over 1867 is very great, being more than 5,500,000 lbs., and nearly equal to the export of 1863. The high prices during the year stimulated the production of tea, and this accounts for the large quantities which arrived from the interior. When good prices cannot be obtained it does not pay the Chinese to pluck the tea-tree bare, it is more to their interest to allow the small leaves to remain, for, by this means, a far greater and better crop is obtained the next season, which, of course, commands a higher price.

I would mention in this Report the advantages to the tea trade of the opening of the Poyang Lake. The black tea, which comes via Wu-chin, and the green tea, which comes through Yao-chow, are brought in native boats through the lake to Ta-koo-tang, where a heavy duty is paid, and thence to Kiu-kiang. If the lake were opened to small steamers the boats could be towed from the lake ports to Kiu-kiang without stoppage, and the only duty payable, viz., that laid down by Treaty, could be levied at this port, saving time and money. Add to this the fact that small steamers could run from most of the ports in the lake in a day, and tow junks in less than two days, and that, at present, it takes Chinese vessels weeks to do the journey, all which the seller of tea calculates in the price he charges, and it will be at once apparent that if these journeys could be made in so short a time, and with more safety than in Chinese boats, many of which, from foul weather and shoal water, are annually wrecked, a very considerable lowering in the price of tea would take place to the great advantage of the home consumer.

The opening of the lake to foreign enterprise would, no doubt, increase the export of tea to a considerable extent, and, at the same time, expand the market for British manufactures.

(Signed)

WM. H. LAY, *Acting Consul.*

Kiu-kiang, February 1, 1869.

(No. 1.)—RETURN of British Shipping at the Port of Kiu-kiang during the Year 1868.

Direct Trade in British Vessels to and from Great Britain and British Colonies.

Entered.							Cleared.									
Countries whence Arrived.	Total Number of Vessels.			Total Tonnage.			Total Number Value of Crews. Cargoes.	Countries to which Departed.	Total Number of Vessels.			Total Tonnage.		Total Number of Crews.	Total Value of Cargoes.	
	With Cargo.	In Ballast.	Total.	With Cargo.	In Ballast.	Total.			With Cargo.	In Ballast.	Total.	With Cargo.	In Ballast.			Total.
Nil	...	...	...	...	...	...	£ ...	England . .	1	...	1	1,550	...	1,550	*	£ †
<i>Indirect or Carrying Trade in British Vessels from and to other Countries.</i>																
Treaty ports, China.	156	68	224	99,638	59,347	158,985	...	Treaty ports, China	98	125	223	85,259	72,176	157,435	...	...
Total . .	156	68	224	99,638	59,347	158,985	...	Total . .	99	125	224	86,809	72,176	158,985	...	...

* No record is kept of numbers of crews; both foremast and steamers being largely manned by Chinamen.
† No separate account is obtainable of imports and exports by British or American steamers.

British Consulate, Kiu-kiang, February 1, 1869.

(Signed)

WM. H. LAY, Acting Consul.

(No. 2.)—RETURN of British and Foreign Shipping at the Port of Kiu-kiang during the year 1868.

Nationality of Vessels.	Entered.						Cleared.					
	With Cargo.		In Ballast.		Total.		With Cargo.		In Ballast.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Steamers—												
British ...	112	95,702	68	59,347	180	150,049	98	86,726	82	68,323	180	155,049
American ...	147	120,643	79	61,043	226	181,686	120	97,019	106	84,667	226	181,686
Lorchas—												
British ...	41	4,081	...	...	41	4,081	...	...	41	4,081	41	4,081
American ...	7	403	...	...	7	403	...	...	7	403	7	403
Sundry ...	5	208	...	...	5	208	...	...	5	208	5	208

(Signed) WM. H. LAY, *Acting Consul.*
British Consulate, Kiu-kiang, February 1, 1869.

(No. 3.)—A RETURN of the Import Trade in foreign Steamers and Lorchas at the Port of Kiu-kiang for the year ended December 31, 1868.

Description.	From Shanghai.	
	Quantity.	Value in Taels.
Shirtings, grey pieces	220,124	487,852
" white "	6,209	14,871
T-cloths "	102,629	205,221
Chintz "	6,828	13,034
Handkerchiefs dozens	15,484	10,867
Velvets pieces	4,299	33,186
Velveteens "	958	8,230
Spanish stripes "	10,466	133,925
Habit, medium, and } "	1,505	40,836
Broad cloth "		
English camlets "	10,338	136,920
Long ells "	20,980	146,472
Lastings "	2,082	24,089
Lustres "	7,803	32,051
Orleans "	600	2,295
Lead piculs	12,272	69,324
Tin "	4,601	84,331
Malwa opium chests	1,927	1,011,697
Brown sugar piculs	37,405	121,566
White "	28,448	142,240
Black pepper "	8,603	47,855
Sandal wood "	8,116	35,663
Sapan "	1,908	6,249
Seaweed "	38,009	126,973
Cuttle fish, &c. "	22,764	204,876
Cotton "	8,395	99,440
Sundries "	..	344,189
Total "	..	3,584,252

A picul equals 133½ lbs., and the average value of a tael during the year has been 6s. 3d.

(Signed) WM. H. LAY, *Acting Consul.*
British Consulate, Kiu-kiang, February 1, 1869.

(No. 4.)—A RETURN of the Export Trade in foreign Steamers and Lorchas at the Port of Kiu-kiang, for the year ended December 31, 1868.

Description.				Quantities.	Value in Taels.
Tea—					
Black, green, leaf and dust	..	piculs		196,630	6,973,123
Paper	..	..	..	54,004	224,356
Chinaware	..	..	..	5,531	20,520
Tobacco, prepared	..	..	..	52	597
„ leaf and stalks	..	..	..	5,938	23,112
Hemp	..	..	..	27,535	338,680
Vegetable tallow	..	..	..	2,756	22,989
Grass cloth	..	..	..	1,916	66,894
Copper cash	..	..	..	8,117	92,270
Sundries	..	..	..	..	13,722
Total					7,776,263

A picul equals 133½ lbs., and the average value of the tael for 1868 is 6s. 3d.

(Signed) WM. H. LAY, *Acting Consul.*
British Consulate, Kiu-kiang, February 1, 1869.

No. 2.

Consul Sinclair to Mr. Hammond.—(Received April 23.)

Sir, Foo-chow-foo, February 18, 1869

I HAVE the honour to transmit herewith to you the duplicate copy of my Annual Commercial Report, together with the Trade Returns of this port for the year ended on the 31st of December, 1868.

The Returns consist as follows, of:—

1. A Return of the British shipping that has frequented the Port of Foo-chow-foo during the year 1868.
2. A Return of the quantity and value of merchandize imported in British ships during the year 1868.
3. A Return of the quantities and value of merchandize exported in British ships during the year 1868.
4. A Return of the number and tonnage of British vessels arrived at and departed from Foo-chow-foo during the year 1868, distinguishing those employed coastwise, and in the Colonial, homeward, and foreign service.
5. A Return of the quantity of tea exported in British and other foreign vessels from the Port of Foo-chow-foo during the year ending the 31st of December, 1868.
6. A General Return of the foreign (not British) import and export trade at the Port of Foo-chow-foo during the year 1868.

The above Returns may be depended upon as accurate, owing to the courteous assistance of the Foreign Customs Department, and likewise to the great care which Mr. Assistant Jamieson, of this Consulate, has bestowed in the preparation of them. The import and export Returns, Nos. 2 and 3, unlike those of 1867, made up wholly from the ships' manifests, which could scarcely be relied upon as correct, have in the present instance been got together from the more accurate Customs Returns.

I have, &c.

(Signed) CHAS. A. SINCLAIR.

Inclosure in No. 2.

Annual Report on Foreign Trade at Foo-chow-foo, for the Year 1868.

ALTHOUGH the state of commerce has continued much depressed during the year 1868, yet a marked improvement on 1867 is very observable; and it may be hoped that we are at last emerging from the gloom cast over business by the disastrous and unparalleled crisis of 1866.

The importation of foreign goods has increased during the year, and this improvement will no doubt continue to develop as the cotton trade between America and England becomes more firmly re-established on a solid and firm basis.

A glance at the Table of Imports will be convincing that in almost every grade of cotton and woollen manufactures there is a satisfactory increase in the local consumption of these articles as compared with the Return of 1867.

The same remarks apply with equal force to metals of British production, such as iron-rod and lead, the former for nail-making, the latter for linings of tea chests in the tea-growing districts.

This condition of things augurs well of the increasing growth in wealth and prosperity of the native population, which wealth, it may be observed in passing, accrues chiefly from the large profits on the tea sold for exportation.

There has been considerable fluctuation in the prices of cotton goods, such as grey shirtings and *T*-cloths, the stuffs most in demand; the price varying for the former 8·4 lbs. from 3 dollars 20 cents to 3 dollars 25 cents per piece in June to 2 dollars 90 cents to 2 dollars 80 cents by the end of the year; and for the latter *T*-cloths from 2 dollars 70 cents to about 2 dollars 30 cents per piece.

The sale of these commodities can never be very extensive in this province so long as the lekin exactions or war taxes remain in force at the numerous inland barriers; indeed, it may almost be said that British manufactures do not extend beyond the adjacent districts, excepting in exceedingly small quantities, owing to the above-named circumstance. Moreover, the nankeen stuffs of native manufacture, of which a large supply finds its way to this port annually from Shanghai and Tien-tsin, compete advantageously with British cottons; they are generally preferred by the working classes, who are the cotton-wearing population, on account of the stronger and warmer texture of the nankeens and their great durability. On this head a great deal has already been said in former Reports, and it is needless to go further into the subject.

The wealthy classes use the white kinds of shirtings during the summer months, more for the show they make and their thin and cool texture, but of these their consumption can but be small, since as a high mandarin only recently told me, people of his class changed linen only once in ten or twelve days; he was rather cleaner than the ordinary run of mandarins, many of whom seldom enjoy a change of under-clothing more than once perhaps in the winter, and not more than once every three weeks during summer. I deplored this state of things, and expressed a sanguine hope that I should see all classes of society take to wearing British cotton cloths in preference to silken underclothing, which when soiled could not easily be washed clean.

Neither do the Chinese use sheets for their bedding, but cover themselves with thickly wadded counterpanes made of silk or nankeen cotton cloth.

But a large quantity of English cotton stuff must annually be consumed

at their funerals, the mourning colour being white, and the garments cotton ; also for tents and so forth.

However, the trade in cotton and woollen goods is considered by the foreign merchant of such slight importance at Foo-chow, that few, if any, of our British firms trouble themselves with importing goods of this description to this place. This branch of the business is left to the Chinese traders, who prefer supplying themselves piecemeal from Hong Kong, the great depôt in the south. They there select, through agents on the spot, the goods in quantities and of the shades which they think will best suit the Foo-chow market, and they contrive to lay them down cheaper in Foo-chow than the foreign firm could possibly do.

It must be admitted that Foo-chow as a port of trade has of itself no direct import connection with England or any outside countries ; the import business is purely local : between Foo-chow and Hong Kong in the south, and Foo-chow and Shanghai, the other great depôt, in the north ; the former for British goods, the latter for the exchange of Chinese produce ; the coasting steamers, all British, doing the work for the Chinese of carrying their cargoes to and fro between Foo-chow and the northern and southern depôts.

With this branch of the trade, British merchants have no farther concern than the collection of the freights on the cargoes, the Chinese employing native consignees and agents at the two end ports. In short, it is the carrying trade that used to be done in junks which, for a few years has been gradually passing into foreign vessels ; the amount of this trade is likely to go on increasing unless the Chinese Government should determine to permit its subjects to build and own foreign-rigged vessels and steamers, as already hinted at in a former annual Report. The innovation is quite certain to bring about a complete revolution in the commercial relations between Great Britain and China ; and it only wants the encouragement of the Government to come into full operation, there being no lack of individual enterprise and energy, nor capital, on the part of the Chinese trader to extend the trade on a very wide scale.

The importation of lead and opium, on the one hand, and the exportation of tea on the other, compose the whole trade of the foreign merchant at Foo-chow.

Lead is dispatched up country to the tea districts to be made into linings of tea chests.

Opium is mainly for local consumption. The consumption has very much fallen off of late years, owing to oppressive taxes and the near neighbourhood of markets for the drug where the tax is lighter than at Foo-chow.

For a port of the importance of Foo-chow-foo, 400 chests per month which was the average consumption of 1868, may be considered small. The drug undoubtedly finds its way into the province through some other channels of trade, and the quantity imported at Foo-chow can serve only for the consumption of the city, its suburbs, and the adjacent country.

With regard to lead, during the busy portion of the year, there was a scarcity of the article ; the demand for it forcing the price up as high as from 11 dollars to 12 dollars against tea at the height of the tea season. The price, however, speedily declined to about 8 dollars per picul.

As regards the other import, opium, there was imported in 1868 as follows :—

							Chests.
Patna	..	..	..	..	..	..	1,257
Malwa	..	..	..	..	..	..	2,588
Benares	..	..	..	..	..	..	401
Persian	..	..	..	..	..	..	557

The average price from January to June for Patna was 739 dollars per chest; for Benares, 728 dollars per chest; for Malwa, 749 dollars per picul; and for Persian drug, 669 dollars per picul; from July to December, for Patna, 701 dollars per chest; for Benares, 683 dollars per chest; for Malwa, 712 dollars per picul; and for Persian, 604 dollars per picul. The trade throughout the year has barely been a profitable one, but values have been tolerably low and steady, and have not shown those heavy fluctuations which generally rule in this article.

As already noticed, the importation has again fallen off, and may be accounted for in a great measure by the oppressively high taxes, and some smuggling, especially by junks. The great difference, however, in the importation of this article now as compared with former years is no doubt owing to many markets being supplied through other channels which used, during the rebellion, to draw a portion of the drug from Foo-chow.

Patna and Benares is consumed at Foo-chow and along the coast; whilst up the country the demand is mostly for Malwa.

Opium is usually sold on cash terms, although credit is also usually taken.

The exception is generally when the new season's tea crop is approaching, and then a fair quantity is disposed of to send into the country for which the returns are not expected till the market opens here. This, of course, is taken into consideration in the price. The sales during 1868 as compared with 1867, are as follows:—

					1867.	1868.
					Chests.	Chests.
Patna	..	..	..	..	1,628	1,259
Benares	..	..	..	..	651	516
Malwa	..	..	..	..	2,465	2,569
Persian	..	..	..	..	295	504
					5,039	4,848

The taxes levied on drug are at present as follows:—

					Per picul.		
					T.	M.	C.
On Malwa and Persian—							
Import duty, 30 taels and 10 per cent.	..	..	..	..	33	0	0
Chinese duty and meltage fee	..	..	..	..	41	4	0
Peaou shwuy* and meltage fee	..	..	..	..	17	6	0
Lekin (war) tax and meltage fee	..	..	..	..	24	2	0
Fee on each chest	..	..	..	..	1	4	4
Total	..	..	..	..	117	6	4
On Patna and Benares—							
Import duty 30 taels and 10 per cent.	..	..	..	..	33	0	0
Chinese duty and meltage fee	..	..	..	..	49	6	8
Peaou shwuy* and meltage fee	..	..	..	..	21	1	2
Lekin (war) tax and meltage fee	..	..	..	..	29	0	4
Fee per chest	..	..	..	..	1	4	4
Total	..	..	..	..	134	2	8

There are several trifling taxes levied in addition in the country.

As may be inferred from the observations that precede on the subject of imports, nearly all the remainder of the goods imported, such as bean-

To meet expense of building naval steamers, &c.

cake, nankeens, peas, sugar, paper, wheat, tobacco, &c., purely Chinese cargo of native production and manufacture are the property of native traders who employ foreign vessels to carry it north and south, on account of the greater security and speed in foreign bottoms, and of the advantage of marine insurance.

There has been, with the exception of peas, an apparent decrease in nearly every article of Chinese imports, and in nankeens a very remarkable one as compared with 1867. There is, however, abundant proof that the importations of nankeens from the northern provinces, checked, if not entirely destroyed for the time by the American war, and the consequent demand in Shanghai for raw cotton for shipment to England has been resumed during 1867 and 1868; and although the quantity imported in foreign vessels has fallen off during the latter year in comparison with the former, it is possible that the total importation has increased, more having been brought in native craft, of which no account is kept in the foreign Customs Returns.

Passing to the exports,—they will be found to be of precisely the same denomination as the exports of last year. No new article has been discovered to vary the nomenclature of the articles for exportation, still the experiment of rearing the silkworm in this district for the production of raw silk having partially answered the anticipations of the local Government, it may be expected that with a continuance of the encouragement that is extended by the Government to this new branch of industry, raw silk may, in the space of ten or twelve years, according to the computation of the promoters of the scheme, take its place among the articles of exportation from Foo-chow, and become a fruitful source of wealth. The quantity now produced is so small as barely to suffice the domestic wants.

Tea holds the first rank among the exports from Foo-chow. It is in short, the only article which the foreign merchant exports on his own account. Tea alone employed 64 British ships of 42,107 tons to convey it to the London market, without counting large shipments of tea to the Colonies and America.

The trade of Foo-chow would indeed be insignificant without the annual large exportation of tea which places it in the foremost rank. The following figures will clearly show how largely the supply of tea has increased during the present season as compared with the previous one:—

				1868.	1867.
Congou and Souchong	..	Chests	..	739,400	575,400
Oolong	.. ..	Half-chests	..	198,900	189,400
Pekoe	.. ..	Chests	..	5,100	4,500
Green tea	.. ..	Half-chests	..	3,300	8,300
Scented tea	.. ..	Boxes	..	134,600	123,400

Or:—

				1868.	1867.
Congou and Souchong	..	Lbs.	..	70,244,200	55,813,800
Oolong	.. ..	"	..	7,359,100	7,007,800
Pekoe	.. ..	"	..	247,000	216,000
Green tea	.. ..	"	..	165,100	413,600
Scented tea	.. ..	"	..	2,422,600	2,221,200
Total	.. ..	"	..	80,438,000	65,672,400

Or nearly 25 per cent., and in excess of any previous year.

It must be considered a very cheering sign for the trade of Foo-chow-foo, that the largely increased consumption of tea (which during the previous two years had considerably exceeded the supply) has at length been overtaken by the production.

The sales of old tea (season 1867-68) in January and February may be stated as follows:—

Congou	..	..	..	30,700 chests.
Souchong	..	..	..	1,100 „
Oolong	..	..	..	34,900 half-chests.
Flowery pekoe	..	..	..	—
Scented teas	..	..	..	1,000 boxes.
Green teas	..	..	..	—

The unsold stock remaining was exceedingly small, and was probably taken to “floor” the clippers, *i.e.*, to form the layer of teas next above ballast, in preparation for the new teas.

The larger proportion of the cargo stored ready for shipment on board the “Juno” for Australia was destroyed by fire in godowns on shore on the night of the 8th of February—it was insured to their value, say about 50,000 dollars.

The teas which were shipped to the United Kingdom towards the close of the year 1867, paying a fair profit, and as they were arriving about March or April, when merchants in England prepare their instructions to their agents in China, the orders which arrived in Foo-chow in May and June for the new teas then coming forward, were more numerous and liberal than they otherwise would have been. This will account for the mad rush into the market on its being opened on the 22nd of May. To watch the eagerness of the foreign buyer, one might be led to conjecture that China had all but exhausted its productive powers, and that there would not be sufficient tea left in the market to satisfy the foreign demand. A fatal mistake! There is little doubt that the tea-growing districts of China can produce a quantity of tea suitable to foreign requirements practically unlimited, more than enough to meet the demands twice over of our impetuous merchants; it is a fact that the tea-growers now make a rule of keeping back an overplus of some 100 or 150 chests of the old tea each year, which they mix up with new season's tea, being quite sure of being able to palm it off as new tea on the foreign buyer, who does not wait to inquire very narrowly, so great is his anxiety to buy and ship off, this seeming to be his chief object. This has been the origin of very heavy losses this year in the tea trade. The fever of speculation is at the bottom of the whole evil. It would indeed be a real delight to see the trade again put upon the old system of past years, when a genuine and a healthy business was done, with returns safe and profits sure. At present, at Foo-chow, as elsewhere, the market is governed to a large extent by the speculator in London, who sends out orders without limit to purchase, the only condition being that the agent shall contrive to lay down the teas the first in the market at home.

The year 1868, in particular, will long be remembered as one of the most disastrous in tea speculations, the losses arising in almost every case from too hasty operations. The new teas of 1868 began to arrive about the middle of May, and the market was opened on the 22nd of that month by special agents. Great expectations were held out of the superiority of the forthcoming crop over that of 1867, but they failed to be realized. Of 68,000 to 70,000 chests which had then arrived, there was hardly a chop equal to last season's teas, which, nearly all, were largely inferior, arising from the great quantity of old leaf mixed with it. The sales of congous on the day of the opening of the market reached

about 30,000 chests from 25 to 35 taels (8*l.* 6*s.* 8*d.* to 11*l.* 13*s.* 4*d.*) per picul of 133½ lbs., being, quality considered, from 2 to 5 taels (13*s.* 4*d.* to 1*l.* 13*s.* 4*d.*) per picul in advance of rates paid in 1867, the better grades showing the larger difference. During the first ten days after the opening of the market the number of settlements was perfectly amazing and wholly unexpected; the supplies came forward in an unprecedentedly rapid manner and more than kept pace with the business done. In congonus, prices, after reaching 44½ taels (14*l.* 16*s.* 8*d.*) per picul, henceforth ruled without change to a decline on opening rates, and again fell considerably, in the first week of June, on all but common kinds.

The true Siuchune-kiai teas still appear to go principally to Kiu-kiang, as again very few have made their appearance in Foo-chow this year.

The market for Souchongs opened on the 16th of June by the settlement of 3 chops at from 41 to 43½ taels (13*l.* 13*s.* 4*d.* to 14*l.* 10*s.*) per picul; but the crop not being considered a good one only a small business was done in these kinds. Oolongs, flowery pekoes, and scented teas were, throughout, equal to last year's produce and commanded very full prices. As much as 60 taels (20*l.*) per picul is reported to have been paid for a parcel of flowery pekoes at Foo-chow.

The larger proportion of teas this year were purchased almost immediately upon arrival, and were generally shipped to the United Kingdom; the excess of purchases of 1868, over the quantity bought in 1867, had the following natural effects:—

1. Strengthening the rates of freights;
2. Sending up the exchange; and—
3. Heavy loss to purchasers.

In short, a very large portion of the business in tea of the whole year was done within the first six weeks after the opening of the market, and never before was there so much avidity to purchase and ship off to England.

Unfortunately the tea was badly prepared, and was, more or less, mixed with old leaf and with unusually large proportions of dust, damaging, to a certain extent, the new teas. Many chops were simply old tea, sometimes refired over a few new leaves to give a temporary aroma.

Prices have ruled as under:—

			Per picul.	
			Taels.	
Congou, dust and broken leaf, about	..	..	6	to 14
„ common to fair ..	..	..	14	20
„ good ..	..	..	20	30
„ fine and finest ..	..	..	30	40
„ exceptional ..	..	..	40	45
Souchong, common to medium	..	..	14	22
„ good to finest ..	..	..	24	40
Oolongs (chiefly to America)	..	..	12	40
Flowery pekoe, common to medium	..	..	18	28
„ good, fine, and finest	..	..	30	60
Scented teas. Dust ..	..	..	5	7
„ common and middling	..	..	14	20
„ good, fine, and finest	..	..	22	39

Dust still continues to pay the full amount of export duty, the same as tea leaf, but it has been reduced to half when exported from one Chinese port to another.

The merchants have at last awakened to the necessity of providing a remedy for the injury which is done them through the dishonest dealings of the native tea-growers, and to which they are inclined solely to

attribute the recent losses in the trade. They have drawn up a Memorandum of their grievances against the native tea-men, in which the causes of complaint are set forth as follows :—

1. The mixing of old leaf with the new season's tea.

They complain that these mixed teas arrive in England without any of the characteristics of new tea, and are rejected by the buyers there.

2. The excessive quantity of dust in teas, as well as the mixing therewith of dust not belonging to the chop.

3. The insufficient leads used in packing.

They contend that the teas in consequence arrive at their destination without freshness, and frequently out of condition.

And a notice in Chinese has been issued by the body of the merchants to the native growers and dealers, calling upon them to desist from these malpractices, while the British and American Consuls have obtained from the Chinese authorities the issue of a Government Proclamation, which has been posted throughout the tea-growing districts, cautioning the dealers in tea against a continuance in their fraudulent proceedings, and recommending strict honesty and good faith. Hopeful results are anticipated from these combined efforts by the coming tea season of 1869. It is, however, to be feared that the native dealers will be tempted to badly pack and prepare their teas for the sake of hurrying them off their hands so long as they observe the eagerness of the foreign buyer to possess himself of the produce. And the price of the article is certain to remain at a high figure so long as the merchants bid one against the other in a rash and almost reckless manner. The easy terms on which money is procured from the numerous foreign banks is another incentive to speculation that is rather damaging to the trade.

Next to tea, there are no exports left but those articles of native production such as bamboo shoots, fish, artificial flowers, fruit, medicines, olives, oranges, paper, timber, tobacco, and so forth, the property of Chinese traders, which for centuries has constituted the coasting trade in junks, but which has now found its way into foreign vessels. In this, not any more than in the local import trade, has the foreign merchant the least concern further than to collect the freights upon the cargoes. Much of the coasting trade has already passed into foreign bottoms, chiefly British, and a few German vessels, and it will go on increasing until the natives become owners of square-rigged vessels and foreign steamers. It may possibly become a profitable speculation to bring out steamers of small draught of water for sale to the Chinese under the new regulations which are expected to come into force during the year 1869.

British vessels adapted to the trade (*i.e.*, vessels built with an iron frame, planked) have found good employment on the coast, and generally at remunerative rates. At one time freights were so low that they could hardly have done more than pay the current expenses of the ships; but the demand for tonnage for New York coming in shortly after, took off the overplus of tonnage at remunerative prices, and the number of vessels that were compelled to accept low figures was thus considerably reduced.

The fleet of clipper ships at the beginning of the tea season, end of May, were dispatched at 4*l.* 10*s.* per ton of 50 cubic feet, but there being a scarcity of shipping for a while the rate went up, and several vessels chartered at Hong Kong at 4*l.* 5*s.* to 4*l.* 10*s.*, arrived at Foo-chow to load at 5*l.* 10*s.* and 6*l.*; but these high rates induced so many ships to come to the port that the price was speedily reduced to 3*l.* per ton, in one instance 2*l.* 10*s.*, and though it afterwards touched 4*l.*, the average has since been the low rate of 2*l.* 10*s.* to 3*l.* per ton. The rate paid for the "Achilles" was 6*l.* 6*s.* per ton of 40 cubic feet.

Between the 28th of May and the 4th of June ten tea clippers left the anchorage, having on board 10,339,784 lbs. of tea, for London, the "Sir Lancelot," "Ariel," and "Taeping" being the first to get away. For week after week up till the end of September ten laden ships have been leaving for the Port of London and the Colonies, giving great activity to the harbour.

Exchange on London at six months' usance was in January nominally 4s. 4d. to 4s. 4½d. per dollar. In May previous to the opening of the tea market it reached 4s. 5¼d. per dollar, and it went on rapidly rising in consequence of the heavy settlements, and early in July it was quoted 4s. 9¼d. to 4s. 9½d. By the middle of that month, however, it was down to 4s. 7¼d., and to 4s. 7d. by the 1st of August, governed throughout by the operations in the tea market. After the excitement was over, exchange began gradually to decline, and by the 31st of December it came down to 4s. 5d. per dollar. The amount of treasure imported during the year reached 9,282,791 dollars at 4s. 6d., equal to 2,088,627l. 19s. 6d., against exported 304,101 dollars at 4s. 6d., equal to 68,422l. 14s. 6d., leaving a very large difference towards making up the payments for tea and the balance of trade. During 1868 we have had five European banks in full operation, namely, the Oriental Bank Corporation, the Chartered Mercantile Bank of India, London, and China, the Hong Kong and Shanghai Bank, the Comptoir d'Escompte, and the Chartered Bank of London, China, and Australia. The two last named banks withdrew from the port after the termination of the tea season, having only come to operate while the tea market was open.

The Oriental Bank Corporation is entrusted by the Government with the receipts from the foreign Custom-house.

The revenue from this source in 1868 amounted to 1,819,100 taels 3 mace 7 candarins 7 cash at 6s. 8d., equal to 606,366l. 15s. 10d., against 1,712,429 taels 9 mace 7 candarins 4 cash at 6s. 8d., equal to 570,809l. 19s. 9d. in 1867.

From this branch of revenue is deducted one-fifth towards the expenditure of the Government arsenal and dockyards established at the anchorage. The monthly expenditure of the arsenal is estimated at 50,000 taels, equal to 200,000l. per annum: the European element costing near 6,000 taels, or 2,000l. per month all told.

It is expected that next April the first gun-boat will be launched from this dockyard, she is to cost 100,000 taels, or 33,330l., inclusive of the machinery, and four 32-pounders of English manufacture. The vessel is to be commanded and engineered by Chinese, who are going through a course of naval instruction under an English instructor.

Custom-house offices are in course of erection at the Pagoda anchorage for the convenience of the shipping. For the same purpose has a British Vice-Consul been placed at the anchorage, who is thus at hand to render assistance to the shipmasters in maintaining discipline in the harbour.

The new set of Pilot Regulations has come into active operation under the supervision of a harbourmaster. And in a short time it is anticipated that the entrance to the River Min will be properly buoyed and lighted, steps having already been taken for attaining this much desired end.

Following the commercial disasters of 1866, a few British firms were necessitated to close their business and retire from the port, others have established themselves in their stead, and new and extensive places of business are being erected on the site of a large fire in the month of February, which has cleared a large space for enlarging the foreign settlement.

The class of people called literati and retired officials, who everywhere

in China occupy an influential position, have shown their usual animosity to foreign settlers, and are ever ready to retard their advancement in this country.

In conclusion, it may safely be predicted that Foo-chow is destined to remain the foremost port for the exportation of tea, and that it will in time also become a profitable mart for the consumption of Manchester goods.

(Signed)

CHAS. A. SINCLAIR, *Consul*.

Foo-chow-foo, December 31, 1868.

(No. 1.)—RETURN of the British Shipping Arrived at and Departed from the Port of Foo-chow-foo, during the Year ending December 31, 1868.

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ARRIVED.				DEPARTED.				DUTIES.		
No. of Vessels.	Tonnage.	Where from.	General Cargo Inwards.	Value.	No. of Vessels.	Tonnage.	Where to.	General Cargo Outwards.	Value.	Import.
125 steamers.	51,829	Coast of China, Hong Kong, Formosa.	Cotton piece-goods, raw cotton, lead, medicines, bean-cake, nankeens, peas, rice, sugar, sugar-candy, tobacco, wheat, opium, woollens, fish, fruit, wax, coal, betel-leaf, &c.	£ 7,903,853 at 4s. 6d. per dollar = 1,778,367 1	125 steamers	51,699	Coast of China, Hong Kong, Formosa, England.	Tea, bamboo, lungans, olives, oranges, plants, medicines, timber, paper, firewood, coffin wood, fancy wood, combs, dried fruits, mussels, &c.	£ 18,274,086 60 at 4s. 6d. per dollar = 4,111,669 9 8	£ 212,241 22 at 6s. 8d. per tael = 70,747 3 6
167 sailing-ships	89,445	Coast of China, Formosa, Hong Kong, Colonies, Japan, Paget Sound.			157 sailing-ships	81,968	England, Colonies, Hong Kong, Coast Ports, America.			£ 1,338,055 55 at 6s. 8d. per tael = 446,018 10 8
292	140,774				282	133,667				£ 12,121 90 at 6s. 8d. per tael = 4,040 12 8

British Consulate, Foo-chow-foo, December 31, 1868.

(Signed)

CHAS. A. SINCLAIR, Consul.

(No. 2.)—RETURN of the Quantity and Value of Merchandize Imported into the Port of Foo-chow-foo, in 292 British Vessels of 140,774 tons, from the undermentioned Places, during the Year ending December 31, 1868.

Description of Articles.	Quantities.	Whence Imported.	Estimated Value in Sterling, at 4s. 6d. per Dollar.		
			£	s.	d.
Cotton piece goods—					
Brocade	Pieces 883	Hong Kong ..	1,192	1	0
Chintzes	.. 3,117	Ditto	2,454	10	6
American drills ..	.. 5,304	Ditto	7,160	8	0
Handkerchiefs ..	Dozen 8,039	Ditto	2,170	7	0
Shirtings	Pieces 74,218	Ditto	53,872	13	0
T-Cloths	.. 121,921	Ditto	61,722	9	0
Turkey red cambrics ..	.. 4,708	Ditto	3,442	14	6
Velvets	.. 754	Ditto	1,526	17	0
Other cotton piece goods	.. 948	Ditto	1,071	9	0
Woollens—					
Blankets	Pairs 927½	Ditto	1,460	14	0
Bombazettes	Pieces 829	Ditto	2,611	17	0
Broadcloth	.. 665	Ditto	7,481	5	0
Camlets	.. 5,150	Ditto	22,541	12	6
Lastings	.. 1,360	Ditto	4,896	0	0
Long ells	.. 1,613	Ditto	4,355	2	0
Spanish stripes	.. 3,569	Ditto	17,654	3	6
Other woollens	.. 297	Ditto	1,574	6	6
Woollen and cotton mix- tures	.. 900	Ditto	1,822	10	0
Bean-cake	Piculs 22,518 72	North China ..	12,666	12	0
Birds' nests	.. 3 37	Hong Kong ..	1,653	15	0
Biche de mer	.. 1,311 57	Ditto	6,585	6	0
Betel-leaf	.. 1,307 32	Coast	2,081	18	6
Bones	.. 213 82	Ditto	211	1	0
Coal	Tons 3,426	Australia and Formosa	7,004	18	6
Cotton, raw	Piculs 3,381 60	Shanghai	15,217	4	0
Cotton yarn	.. 225 19	Hong Kong ..	2,533	5	6
Fish, dried and salted ..	.. 5,058 80	Coast	9,657	0	0
Flour	.. 2,280 28	Ditto	1,865	9	6
Fungus	.. 905 19	Ditto	8,146	11	6
Ginseng	.. 11,367 0	North China ..	9,158	8	0
Glass, window	Boxes 2,132	Hong Kong ..	2,864	0	6
Grass cloth	Piculs 33 34	South China ..	244	11	6
Gypsum	.. 1,380 0	North China ..	300	10	0
Hemp	.. 2,734 38	Shanghai	7,382	14	0
Horns	.. 1,883 79	Coast	5,390	11	0
Linen	Pieces 168	Hong Kong ..	510	15	0
Mats, tea	.. 1,589,150	South Ports ..	17,877	16	6
Medicines	Piculs 4,338 63	Coast Ports ..	21,887	2	0
Metals—					
Iron nails	.. 363 48	Hong Kong ..	490	10	0
Iron, rod and bar	.. 5,900 67	Ditto	4,719	19	6
Lead	.. 47,572 4	Ditto	90,967	19	0
Tin	.. 3,495 20	Ditto	16,665	15	0
Yellow metal	.. 266 41	Ditto	1,498	10	0
Sundries	.. 839 1	Ditto	1,613	1	6
Nankeens	.. 13,416 64	Shanghai	241,499	9	6
Opium—					
Malwa	.. 2,486 83	Hong Kong ..	406,811	0	6
Patna	.. 1,488 0	Ditto	199,485	0	0
Benares	.. 453 60	Ditto	59,535	0	0
Persian	.. 587 95	Ditto	81,622	0	0
Oil	.. 3,140 0	Coast	6,860	9	0

Description of Articles.	Quantities.	Whence Imported.	Estimated Value in Sterling, at 4s. 6d. per Dollar.		
			£	s.	d.
Paints	Piculs 794 0	Coast	2,183	17	0
Paper, tea	" 2,347 32	South China	15,844	10	0
Peas	" 11,624 98	North China	5,885	2	0
Pepper	" 1,669 44	South China	3,818	5	0
Rattans	" 3,957 18	Ditto	8,600	12	6
Rice	" 517 62	Ditto	326	5	0
Safflower	" 221 41	Shanghai	5,226	10	6
Sapan and sandal wood ..	" 2,276 85	Hong Kong	5,656	10	0
Seeds	" 1,897 74	Coast	1,941	10	6
Silk (raw)	" 31 34	Shanghai	3,260	9	0
Silk piece goods	" 222 34	Ditto	75,039	15	0
Silk and cotton mixtures ..	" 31 60	Ditto	3,555	0	0
Other silk manufactures ..	" 33 88	Ditto	6,001	4	0
Sugar	" 5,833 44	South China	5,924	14	0
Tea for re-export	" 2,571 24	Ditto	19,091	5	0
Tobacco	" 6,804 19	Coast	55,504	7	0
Wax	" 622 41	Shanghai	29,644	17	0
Wheat	" 17,121 50	Coast	11,556	18	0
Miscellaneous	"	Ditto	75,228	8	0
		Total	1,778,367	1	0

Total imports in British vessels for 1867, 1,583,639*l*.

Increase for 1868, 94,728*l*. 1*s*.

Treasure imported in 1868, 2,069,288*l*.

(Signed)

CHAS. A. SINCLAIR, *Consul*.

British Consulate, Foo-chow-foo, December 31, 1868.

(No. 3).—RETURN of the Quantities and Value of Merchandize Exported from Foo-chow-foo in 282 British Vessels, of 133,667 tons, to the undermentioned Places, during the Year ending December 31, 1868.

Description of Articles.	Quantities.		To what Place Exported.	Estimated Value in sterling, at 4s. 6d. per dol.		
				£	s.	d.
Bamboo shoots ..	Piculs	21,428	North China ..	24,208	6	6
Bamboo ware ..	"	778	Hong Kong and Coast	4,385	11	0
Fish, salt and shell ..	"	1,923 28	Ditto ..	4,108	14	6
Flowers, dried ..	"	455 94	Ditto ..	799	8	6
Fruit, dried ..	"	913 83	Ditto ..	1,121	3	6
Lungngans ..	"	5,588 40	Ditto ..	15,113	4	0
Medicines ..	"	2,181 48	Ditto ..	2,209	10	0
Olives ..	"	4,437 13	Ditto ..	3,173	3	0
Oranges ..	"	10,327 63	Ditto ..	4,033	16	0
Opium (re-export) ..	"	39	Formosa and Coast ..	5,938	0	0
Paper ..	"	21,349 86	North China ..	93,621	7	0
Preserves ..	"	2,107 73	Ditto ..	6,639	6	0
Rice ..	"	12,181	Ditto ..	8,722	11	0
Sugar cane ..	Pieces	193,170	Ditto ..	585	0	0
Tea (abroad) ..	Lbs.	67,520,588	England, Australia, and America	3,760,052	14	10
„ (coast ports) ..	"	2,438,725	Hong Kong and Coast	135,806	10	4
Timber ..	Pieces	259,792	Shanghai ..	29,489	0	0
Tobacco ..	Piculs	453 38	Formosa and Coast ..	1,632	17	0
Miscellaneous ..	"	..	Coast ..	10,029	6	6
	Total	..	.. ..	4,111,669	9	8

Total Exports in British vessels for 1867 .. £ 3,715,413 9 1

Increase in 1868 over 1867 .. 396,256 0 7

(Signed) CHAS. A. SINCLAIR, Consul.

British Consulate, Foo-chow-foo, December 31, 1868.

(No. 4).—A RETURN of the Number and Tonnage of British Vessels Arrived at and Departed from the Port of Foo-chow-foo during the Year ending December 31, 1868, distinguishing those employed Coastwise, and in the Colonial, Homeward, and Foreign Service.

Countries.	ARRIVALS.		DEPARTURES.	
	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.
Coastwise ..	265	132,688	170	77,661
Great Britain ..	..	..	64	42,107
America ..	..	..	6	3,662
Colonies ..	7	2,135	29	8,452
Formosa ..	14	2,050	13	1,785
Japan ..	5	3,122	..	..
Paget Sound ..	1	799	..	..
Total ..	292	140,774	282	133,667

(Signed) CHAS. A. SINCLAIR, Consul.

British Consulate, Foo-chow-foo, December 31, 1868.

(No. 5.)—A RETURN of the Quantity of Tea Exported in British and other Foreign Vessels from the Port of Foo-chow-foo, during the Year ending December 31, 1868.

Flag.	No. of Vessels.	Tonnage.	lbs. of Tea.
British	99	54,221	67,520,588
North German	23	6,160	6,590,049
American	2	1,625	1,100,134
Other Foreign	9	2,635	2,659,575
Total	133	64,641	77,870,346*

* Exclusive of 2,438,725 lbs. exported to Hong Kong and Coast ports.

(Signed) CHAS. A. SINCLAIR, *Consul.*
British Consulate, Foo-chow-foo, December 31, 1868.

(No. 6.)—GENERAL RETURN of Foreign (not British) Import and Export Trade at the Port of Foo-chow-foo, for the Year ending December 31, 1868.

Flag.	ARRIVED.					DEPARTED.				
	No. of Ships.	Tonnage.	Nature of Cargo.	Whence Imported.	Approximate Value of Cargo, at 4s. 6d. per dollar.	No. of Ships.	Tonnage.	Nature of Cargo.	Whither Exported.	Approximate Value of Cargo, at 4s. 6d. per dollar.
American ...	21	11,249	Peas, cotton, medicine, wheat, sandal wood, &c., tobacco, beans, coal, &c.	Che-foo, Tien-tsin, Shanghai, Hong Kong.	£ s. d. 38,386 0 0	20	10,243	Poles, paper, tea, oranges, olives, bamboos, fish, &c.	Shanghai, Tien-tsin, Che-foo, America.	£ s. d. 115,240 0 0
North German ...	52	14,540	Bean cake, cotton, peas, medicine tobacco, fruit, fish, coal, &c.	Che-foo, Tien-tsin, New-chwang, Shanghai, Formosa, Hong Kong, Colonies.	98,952 0 0	51	14,137	Poles, paper, fruit, bamboos, sugar cane, tea, rice, &c.	Shanghai, Che-foo, Tien-tsin, Newchwang, England, Colonies.	400,362 0 0
French ...	11	4,979	Metals, lead, &c., medicine, timber.	Hong Kong, North coast	20,769 0 0	12	5,423	Paper, fruit, bamboos, timber tea, &c.	North China, Hong Kong, America.	85,144 0 0
Danish ...	5	1,252	Coast produce ...	Coast ports ...	9,180 0 0	5	1,252	Paper, fruit, poles, tea, &c.	North China, Colonies ...	37,110 0 0
Swedish and Norwegian.	6	1,451	Ditto ...	Ditto ...	10,956 0 0	5	1,283	Ditto ...	Ditto ...	37,560 0 0
Dutch ...	1	356	In Ballast .	Shanghai ...	...	1	356	Tea .	Melbourne .	23,823 0 0
	96	33,827			173,193 0 0	94	32,694			699,239 0 0

British Consulate, Foo-chow-foo, December 31, 1868.

(Signed)

CHAS. A. SINCLAIR, Consul.

No. 3.

Consul Fittock to Mr. Hammond.—(Received May 7.)

Sir,

Ningpo, March 6, 1869.

I HAVE the honour to forward herewith copy of my despatch to Sir Rutherford Alcock, K.C.B., of this date, together with copies of the Trade Returns and Commercial Report for 1868, to which it refers.

I have, &c.

(Signed) W. H. FITTOCK.

Inclosure 1 in No. 3.

Consul Fittock to Sir R. Alcock.

Sir,

Ningpo, March 6, 1869.

I HAVE the honour to transmit herewith the following Returns, together with my Report on the trade of this port for the year 1868.

1. A Return of the British and foreign shipping amounting to 216,026 tons against 185,082 in 1867, or an increase of 30,904 tons.

2. A Return of the British and foreign shipping cleared outwards amounting to 216,525 tons against 182,955 in 1867, or an increase of 33,570 tons.

3. A Synoptical Table of the import trade in foreign vessels amounting to 6,528,724 Haikwan taels against 6,730,430 Haikwan taels in 1867, or a decrease of 201,706 taels.

4. A Synoptical Tables of the exports in foreign vessels, amounting to 6,073,559 taels against 7,280,403 taels in 1867, or a decrease of 1,026,844 taels.

5. A Synoptical Return of the exports, amounting to 146,554 taels against 230,707 taels in 1867, or a decrease of 84,153 taels.

6. A Return of the duties and tonnage dues paid to the Chinese Government on the above imports and exports and shipping during the year, amounting to 537,462 Haikwan taels against 418,918 taels in 1867, or an increase of 118,544 taels. This Table also shows the amount received as coast trade duties in 1868 to have been 30,445 taels against 33,683 taels in 1867, or a decrease of 3,237 taels.

7. A Comparative Table of the principal articles imported and exported in 1867 and 1868.

Respectfully referring you to my Report for further information regarding the above Returns, for the figures contained in which I am indebted to the courtesy of Mr. E. C. Bowra, the Acting Commissioner of Customs, who has obligingly allowed me access to the Customs Tables before their publication.

Your, &c.

(Signed) W. H. FITTOCK.

Inclosure 2 in No. 3.

*Report on the Trade of Ningpo during 1868.**Shipping.*

ON referring to the Return of vessels cleared outwards under foreign flags it will be seen that there was a total increase in the past year over 1867 of 33,570 tons. The proportion of tonnage to each flag was as follows compared with the previous year:—

						Tons.
British.	1868	..	..	..	..	39,720
	1867	..	..	..	..	71,005
Decrease in 1868						31,285
American.	1868	..	..	..	..	150,196
	1867	..	..	..	..	77,163
Increase in 1868						73,033
Danish.	1868	..	..	..	..	196
	1867	..	..	..	..	739
Decrease in 1868						543
French.	1868	..	..	..	..	451
	1867	..	..	..	..	1,080
Decrease in 1868						629
Belgian.	1868	..	..	..	..	603
	1867	..	..	..	..	316
Increase in 1868						287
Russian.	1868	..	..	..	..	247
Dutch.	1868	..	..	..	..	177
North German.	1868	..	..	..	..	11,088
	1867	..	..	..	..	16,006
Decrease in 1868						4,918
Norwegian.	1868	..	..	..	..	1,017
Siamese.	1868	..	..	..	..	4,693
	1867	..	..	..	..	8,642
Decrease in 1868						3,949
Japanese.	1868	..	..	..	..	321
Chinese lorchas.	1868	..	..	..	..	7,816
	1867	..	..	..	..	8,604
Decrease in 1868						788

The preponderance of tonnage under the American flag is attributable to the fact that the large steamers running regularly between this port and Shanghai have been almost entirely under that flag, but these steamers belong to the Steam-Ship Navigation Company, and that Company's shareholders comprise all nationalities.

The decrease of tonnage shown under the British flag is in like manner

attributable to the fact that only one of the Steam-Ship Navigation Company's steamers under that flag was on the line for a brief period.

The steady decrease in the tonnage under the North German flag appears to indicate that the large carrying trade hitherto enjoyed by that class of vessels is being transferred to other bottoms, probably the Steam-Ship Navigation Company's steamers, as this Company affords great facilities to natives, and many influential Chinese hold shares in it.

Imports.

The Import Table shows a decrease upon the trade of the previous year of 201,706 taels, but on examination it will be seen that the deficit is confined to Chinese produce, forming only an important item in the carrying trade so far as foreign countries are concerned.

Cottons.—The same satisfactory advance in the import of foreign cotton and woollen fabrics is to be observed this year as last, thus the estimated value of cotton goods brought to this market in 1867 was 1,001,490 taels, whilst in the last year it is set down at 1,058,487 taels, or an increase of 56,997 taels.

Woollens.—In woollens the increase is still more marked, the value given in 1867 is 175,481 taels, whilst in 1868 the estimated value was 257,532 taels, or an increase of 82,051 taels. These figures I think clearly show that the hope expressed in my last year's Report, that foreign cotton and woollen fabrics will be brought into far more extended use as they become better known to the inhabitants of the interior.

Rice.—The uncertainty in the annual imports of rice is still observable. In 1866 the quantity imported was 145,014 piculs, in 1867, 299,843 piculs, whilst in last years it fell again to 221,517 piculs. As in former years the supplies came almost exclusively from Siam and the Straits; it has sold cheaper at Ningpo during the past year than for a long period, and I believe it did not pay the importers.

Metals.—Metals continue to form a very important item in the import trade. The import of iron in 1867 was valued at 28,971 taels, last year at 78,497, or an increase of 49,526; tin also, which was estimated at 397,242 taels in 1867, stands last year at 466,161 taels, or an increase of 68,919 taels.

Opium.—There is an apparent decrease in the estimated value of this drug last year of 157,612 taels; but it still continues to form by far the principal item of the imports. In 1867, the estimated value was 2,354,879 taels, and in 1868, 2,197,261 taels.

Exports.

Tea, Green.—The result of the last year's transactions exhibits a continued improvement upon those of former years, both as regards growers and consumers.

				Exported.	
				Piculs.	Taels.
1866	..	..	..	102,782	4,000,000
1867	..	..	..	115,268	4,034,380
1868	..	..	..	123,786	3,837,373

Showing a steady increase in quantity, and proportionate decrease in cost, and indicating, I think, that if purchasers did not display so much anxiety to buy, and paid more attention to quality, their requirements could be met

at a far lower price than has prevailed during the past few years, and an improvement in the quality of the tea would soon be apparent. Nearly all the teas from the Fychow and Ping Shuey districts now find their way to this port, and are shipped hence to Shanghai by steamer.

In the Trade Returns of Shanghai these teas form an important item, as shown in the Commissioner of Customs Report of 1866. In that Report, the late Mr. Fitzroy states, that of the total 499,472 piculs exported in 1866, Shanghai received from Ningpo 102,172 piculs, Hankow 229,499 piculs, Kiukiang 163,770 piculs, having contributed as direct export itself, only 3,664 piculs.

As I have already stated, in a previous Report (1864), in 1859, only about 1,600 piculs of tea, valued at 30,000 dollars was exported from Ningpo. In 1860, owing to the communication between the green tea districts and Shanghai being cut off by the rebels, several of the Shanghai firms opened establishments at this port for the purpose of attending to this branch of their business; and the facility with which the tea leaf was brought from the producing districts, and manipulated for exportation within the foreign settlement, attracted so much attention, that the importance the business then acquired, has continued to remain by it. This result is no doubt in a great measure attributable to the greater facilities afforded by the direct, although difficult, water communication between the tea districts and this port, and the easy transhipment of the produce hence to Shanghai by the fine line of steamers running regularly between the two ports, whereas the hilly inland routes to other outlets, although shorter, must be more troublesome and expensive.

The inland taxes upon tea, from their starting point until their arrival at Ningpo, continue to be levied; but the exorbitant prices the native dealers have been getting for their produce from foreigners during the past few years, apparently render them indifferent to these imposts. At all events, no definite complaints reach the Consuls with respect to them, the fact being, I believe, that the competition between the foreign merchants to get hold of the teas before they reach the port is so great, that much heavier burthens would be submitted to rather than the chance of a profitable speculation should be lost; the consequence is, that the native tea merchant and the tax collector have it pretty much their own way; and whilst the prevailing mania lasts, it is not easy to see a remedy for the existing state of things, however objectionable it may be.

Silk.—The export of this valuable product in 1866, was 1,039 piculs; in 1867, of raw and manufactured was exported 1,167 piculs, valued at 463,895 taels; last year 1,709 piculs, valued at 654,412 taels; but the bulk of the silk produced in the Province of Chekiang will necessarily find its way to Shanghai, direct from the growing districts, owing to the greater advantages enjoyed by that route, and the fact that Shanghai is its legitimate destination or market.

Cotton.—Cotton, judging by the Returns, would be as an article of export from Ningpo, only second to tea; but as regards foreign interests, its importance is confined at present to its carriage, nearly all the raw cotton shipped hence being redistributed in the country where the staple is not grown. The impetus given to its cultivation by the Civil War in America, has pretty well died out, not without, however, permanently raising the price on the native consumer. The export last year was 44,155 piculs, valued at 749,646 taels, against 74,643 piculs, at 1,075,773 taels in 1867.

Medicines.—Another important item in the carrying trade is native medicine, estimated last year at 30,229 piculs, and valued at 239,559 taels.

Cuttlefish, straw mats, tobacco leaf, ground nuts, nankeens, brass ware,

and articles belonging to what is termed coast trade, make up the balance of the exports; but these, I conceive, are chiefly interesting rather to the foreign shipowner than the general merchant, and they are of too diversified a character to be more particularly dwelt upon in a brief Report.

Duties and Tonnage Dues.

Whatever may have been the out-turn of trade to the merchants and shipowners engaged therein, there is no doubt as to the growing advantage accruing to the Imperial Revenue from it, the result being for 1868, 567,908 Haikwan taels against 452,601 taels in 1867, or an increase of 115,307 taels, or nearly 25 per cent. in a single year.

Transit Passes.

A good deal has been written of late with respect to merchandize sent into the interior, and goods brought to the port under these passes. So far as my own experience goes the provisions contained in Article X of the Treaty of Nanking, Article XXVIII of the Treaty of Tien-tsin, and Rule 7 of the Regulations attached to the latter, adequately cover all that was intended by the Treaties, if their stipulations were honestly acted upon by the merchants and local authorities; but this has not been the case, and no doubt the sooner the system is revived and placed on a clearer basis the better, as the subject is already receiving full consideration, the abuses which have crept into the system of transit passes will no doubt soon be rectified to the satisfaction of all concerned.

In conclusion it is gratifying to be able to state that the province again enjoyed profound tranquillity during the year, and that it is fast recovering from the wretched condition to which it was reduced during the rebel occupation of the principal cities and towns. The writer has recently visited the important cities of Yu-yow, Shaoushing, Seaou-shan, and Hang-chow, the capital of the province, and found them all, with the exception of the last, nearly rebuilt and full of bustle. Hang-chow is also showing marked signs of resuscitation; but the destruction committed here by the rebels was so enormous that a long time will be required to re-establish it in even a tithe of its former grandeur and opulence. Nearly two-thirds of the whole city and all the suburbs, including the borders of the magnificent lake, are still a heap of ruins, and altogether it is melancholy to see the condition to which this once reputed earthly paradise has been reduced by the ruthless acts of the Taepings.

The inhabitants of the province continue to deserve their reputation for civility, and travelling in the interior is perfectly safe and untrammelled. The authorities also exhibit the same friendly disposition to maintain peace and order as mentioned in former Reports.

(Signed) W. H. FITTOCK, *Consul.*

British Consulate, Ningpo, March 4, 1869.

(No. 1.)—NINGPO Trade Returns, 1868.

VESSELS ENTERED.

Nationality.	In Cargo.	In Ballast.	In Cargo.	In Ballast.	Total.	Total.
	Vessels.	Vessels.	Tons.	Tons.	Vessels.	Tons.
British	140	13	37,575	1,683	153	39,258
American	207	7	148,028	2,883	214	150,911
French	2	..	451	..	2	451
North Germany ..	40	4	9,552	1,427	44	10,979
Russian	1	..	247	..	1	247
Belgian	1	..	603	..	1	603
Danish	..	..	..	..	..	..
Dutch	1	..	177	..	1	177
Norwegian	2	1	516	501	3	1,017
Siamese	9	1	3,932	289	10	4,221
Japanese	1	..	321	..	1	321
Chinese lorchas ..	136	1	7,791	50	137	7,841
Total 1868	540	27	209,193	6,833	567	216,026
Total 1867	632	29	180,156	4,926	661	185,082
Increase 1868	..	..	29,037	1,907	..	30,944
Decrease 1868	92	2	..	..	94	..

(Signed)

W. H. FITTOCK, *Consul.**Ningpo, March 4, 1869.*

(No. 2.)—NINGPO Trade Returns, 1868.

VESSELS CLEARED.

Nationality.	In Cargo.	In Ballast.	In Cargo.	In Ballast.	Total.	Total.
	Vessels.	Vessels.	Tons.	Tons.	Vessels.	Tons.
British	128	34	32,434	7,286	162	39,720
Danish	1	..	196	..	1	196
American	205	7	145,166	5,030	212	150,196
French	1	1	92	359	2	451
North German ..	28	17	6,630	4,458	45	11,088
Russian	..	1	..	247	1	247
Belgian	1	..	603	..	1	603
Dutch	1	..	177	..	1	177
Norwegian	1	1	759	258	2	1,017
Siamese	9	2	3,786	907	11	4,693
Japanese	..	1	..	321	1	321
Chinese lorchas ..	136	..	7,816	..	136	7,816
Total 1868	511	64	197,659	18,866	575	216,525
Total 1867	595	52	167,460	15,495	647	182,955
Increase 1868	..	12	30,199	3,371	..	33,570
Decrease 1868	84	..	..	..	72	..

(Signed)

W. H. FITTOCK, *Consul.**Ningpo, March 4, 1869.*

(No. 3).—NINGPO Trade Returns. Principal Imports.

Description of Goods.	Classifier.	From Hong Kong.	From the Straits.	From Siam.	From Australia.	From India.	From Chinese Ports.	Total.	Value in Haikwan Taels.
Cotton piece goods—	Pieces	..	..	..	..	..	298,936	298,936	747,340
Shirtings, grey	"	..	..	..	..	..	9,033	9,033	27,099
" white	"	..	..	..	..	..	800	800	2,400
" figured	"	..	..	..	..	..	1,850	1,850	5,550
" dyed	"	..	..	..	..	..	1,230	1,230	6,150
Jeans	"	..	..	..	..	..	78,373	78,373	156,746
T-cloth	"	..	..	..	..	..	900	900	2,700
T R-cloth	"	..	..	..	..	..	3,750	3,750	3,060
Handkerchiefs	"	..	..	..	..	..	124	124	992
Canvass	"	..	..	..	..	..	5,820	5,820	11,640
Chintz	"	..	..	..	..	..	1,850	1,850	3,700
Cottonade	"	..	..	..	..	..	1,050	1,050	3,250
Dimities	"	..	..	..	..	..	10,589	10,589	53,515
Drill sundries	"	..	..	..	..	..	8,605	8,605	32,345
Sundries	"	..	..	..	..	..	3,292	3,292	39,196
Woollen piece goods—	"	..	..	..	..	..	1,213	1,213	36,230
Camlets	"	..	..	..	..	..	2,440	2,440	14,640
Cloth	"	..	..	..	..	..	5,573	5,573	33,078
Long ells	"	..	..	..	..	..	7,800	7,800	46,750
Lustres, plain and figured	"	..	..	..	..	..	3,178	3,178	63,560
Orleans, ditto	"	..	..	..	..	..	2,934	2,934	18,542
Spanish stripes	"	..	..	..	..	..	798	798	5,586
Velvets	"	..	..	..	..	..	28,690	28,690	84,631
Woollen and Cotton mixtures	"	..	..	..	..	..	5,471	5,471	32,771
Metals—	Piculs	797 60	163 10	10 90	..	..	201 20	201 20	10,009
Iron	"	..	..	..	..	..	1,355 36	1,437 86	8,543
Lead	"	..	..	..	..	..	20,930 81	23,074 63	461,492
Quicksilver	"	82 50	..	..	..	..	..	..	..
Steel	"	..	..	..	..	..	..	..	..
Tin	"	..	1,776 2	367 80	..	..	..	..	..

(No. 4.)—TABLE of Principal Exports.

Description of Goods.	Classifier.	Japan, Siam, and Singapore.	Hong Kong.	Chinese Coast and River Ports.	Total Quantity.	Total Value in Haikwan Taels.
Silk, raw	Piculs	...	...	1,531 40	1,531 40	566,618
" manufactured	"	4 92	34 70	138 56	178 18	87,794
Tea, green	"	...	...	123,786 30	123,786 30	3,887,375
" leaf	"	...	8 10	1,703 74	1,706 84	34,137
" dust	"	...	...	384 46	384 46	2,273
Cotton	"	1,200 0	6,472 70	36,494 92	44,167 62	750,006
Nankeens	"	...	192 94	944 45	1,137 39	45,487
Alum	"	...	8,990 90	2,587 86	11,578 76	11,245
Brass ware	"	184 40	72 54	398 40	655 34	20,770
Bamboo, sundries	"	...	2,791 30	75,207 62	77,998 92	5,696
Copper cash	"	...	9 0	5,995 20	6,004 20	66,550
Paper fans	Pieces	...	...	989,790	989,790	22,864
Fish, cuttle, &c.	Piculs	...	900 25	40,950 43	41,850 68	167,480
Glue	"	...	...	814 84	814 84	16,296
Mats, straw	Pieces	15,650	90,600	494,405	600,655	48,603
Medicines	Piculs	...	3,644 37	26,585 43	30,229 0	239,559
Oranges	"	...	...	2,353 34	2,353 34	5,508
Peas	"	...	3,761 0	3,578 80	7,339 80	11,888
Seeds, melon	"	42 50	...	2,039 42	2,081 92	9,485
Tobacco, leaf, &c.	"	...	...	2,393 78	2,393 78	12,000
Walnuts	"	...	...	1,696 31	1,696 31	6,784
Wheat	"	...	...	4,000 0	4,000 0	6,000
Wax	"	...	...	3 41	3 41	1,416
Ground nuts	"	...	...	454 52	454 52	1,363
Sundries, chiefly belonging to China Coast trade in foreign bottoms	...	...	...	...	...	96,442
Total Exports, 1868	...	...	...	...	...	6,073,559
Ditto, 1867	...	...	...	...	...	7,280,403
Decrease, 1868	...	...	...	...	...	1,206,844

(Signed)

W. H. FITTOCK, Consul.

British Consulate, Ningpo, March 4, 1869.

(No. 5.)—TABLE of Principal Re-exports.

Description of Goods.	Classifier.	Hong Kong or Foreign Countries.	Chinese Coast Ports.	Total.	Total Value in Haikwan Taels.
Opium—					
Benares	Piculs	...	2 40	2 40	1,100
Malwa	"	...	91 0	91 0	43,225
Patna	"	...	4 80	4 80	2,145
Husk	"	...	4 5	4 5	275
Fabrics—					
Orleans	Pieces	...	550	550	2,750
Shirtings	"	...	3,890	3,890	11,670
Spanish stripes	"	...	35	35	700
T-cloth	"	...	1,100	1,100	2,200
T R-cloth	"	...	50	50	150
Camlets	"	...	180	180	2,160
Brocades	"	...	350	350	1,400
Drills, American	"	...	480	480	2,400
Long ells	"	...	260	260	1,560
Woollen and cotton mixtures	"	...	250	250	2,000
Lustres, brocades	"	...	350	350	3,300
Metals—					
Lead	Piculs	...	457 47	457 47	2,745
Tin	"	...	3 8	3 8	62
Wood, sundries	"	616 15	670 32	1,286 47	2,086
Pepper	"	...	1,267 55	1,267 55	6,337
Spelter	"	388 20	131 0	469 20	1,966
Bamboo canes	Pieces	...	7,200	7,200	216
Fans, palm-leaf, trimmed	"	...	84,800	84,800	3,392
Peas	Piculs	375 0	...	375 0	750
Sugar	"	...	4,645 13	4,645 13	13,329
Sundry re-exports	"	...	...	...	38,636
Total	...	...	...	...	146,554

(Signed)

W. H. FITTOCK, Consul.

British Consulate, Ningpo, March 4, 1869.

(No. 6.)—DUTIES collected during the Year 1868.

Nationalities of Vessels.	Coast Trade Duties.			Import Duties.			Export Duties.			Tonnage Dues.			Total, including Coast Trade Duties.			Total, excluding Coast Trade Duties.		
	T.	M.	C.	T.	M.	C.	T.	M.	C.	T.	M.	C.	T.	M.	C.	T.	M.	C.
British ..	8,631	2	5	14,888	7	8	57,825	0	4	3,536	8	0	84,851	8	8	76,220	6	3
American ..	10,886	2	5	128,238	4	0	306,183	1	6	808	6	0	446,116	4	3	435,230	1	7
French ..	143	8	7	23	3	0	124	7	6	143	6	0	435	5	3	291	6	6
North German ..	6,608	9	0	4,355	2	0	4,340	9	3	1,351	9	0	16,656	9	4	10,048	0	4
Russian ..	104	1	5	24	6	4	..	..	..	..	..	..	125	7	9	24	6	4
Belgian ..	..	..	..	799	0	9	207	0	6	241	2	0	1,277	3	6	1,277	3	6
Danish ..	..	..	..	14	4	4	196	0	2	78	4	0	288	8	6	288	8	6
Dutch ..	276	1	4	92	5	0	213	0	6	..	..	..	581	7	1	305	5	6
Norwegian ..	766	8	7	10	3	2	1,468	7	9	200	4	0	2,446	3	9	1,679	5	1
Siamese ..	89	6	8	2,445	9	1	2,454	7	4	1,331	2	0	6,321	5	4	6,321	8	5
Japanese ..	254	3	7	506	8	1	..	..	..	..	..	..	761	1	8	506	8	1
Chinese ..	2,684	3	1	847	8	6	4,486	4	7	73	5	0	8,092	1	5	5,407	8	3
Total, 1868..	30,445	8	2	152,197	3	1	377,500	0	7	7,765	6	0	567,908	8	1	537,462	9	8
" 1867..	33,683	2	2	53,471	4	5	357,042	7	3	8,404	3	0	452,601	7	1	418,918	4	8
Increase, 1868	..	..	..	99,725	8	6	20,457	3	3	..	..	..	115,307	0	9	118,544	5	0
Decrease, 1867	3,237	4	0	..	..	..	..	..	..	638	7	0	..	..	..	..	..	..

British Consulate, Ningpo, March 4, 1869.

(Signed)

W. H. FITTOCK, *Consul.*

(No. 7.)—A COMPARATIVE TABLE of Principal Articles of Import and Export during 1867 and 1868.

IMPORTS.

Description of Goods.	Classifier of Quantity.	1867.	1868.
Cotton piece goods	Pieces ..	294,558	408,325
Woollen ditto	" ..	29,136	33,101
Metals—Iron, nail rod	Piculs ..	10,506	21,646
Lead	" ..	6,232	5,014
Tin	" ..	23,043	23,072
Tin-plates	" ..	697	926
Opium, Malwa	" ..	3,952	3,968
" Patna	" ..	659	351
" other kinds	" ..	436	186
Pepper, black	" ..	2,386	1,083
" white	" ..	122	278
Rice	" ..	313,768	242,972
Wood, ebony	" ..	8,406	11,956
" sandal	" ..	3,249	578
" sapan	" ..	10,619	10,872
Beans and peas	" ..	595	"
Fungus	" ..	1,726	1,760
Hemp	" ..	6,181	6,240
Lungngans, dried	" ..	20,124	11,517
Medicines	" ..	17,270	18,948
Oil wood	" ..	16,395	18,867
Sugar, brown and white	" ..	190,978	114,673
" candy	" ..	5,211	7,752
Tobacco, prepared.. ..	" ..	6,350	3,913
Wax, white	" ..	527	565
Total Value of Imports exclusive of Re-exports	H. Taels .	6,730,430	6,528,724
Treasure Imported	" ..	894,271	932,194
		7,624,701	7,460,918

EXPORTS.

Description of Goods.	Classifier of Quantity.	1867.	1868.
Copper cash	Strings ..	..	119,296
Cotton, raw	Piculs ..	65,644	44,181
Fans, paper	Pieces ..	1,985,000	989,790
Fish, cuttle	Piculs ..	42,644	42,328
Mats, straw	Pieces ..	551,230	597,790
Medicines	Piculs ..	28,008	30,229
Nankeens	" ..	1,068	1,137
Silk piece goods	" ..	326	174
" raw	" ..	934	1,531
Tea, green	" ..	115,844	125,490
Tobacco, leaf	" ..	6,366	2,314
Wheat	" ..	8,473	4,000
Total Value of Export Trade, exclusive of Re-exports	H. Taels .	5,832,585	6,073,709
Total Value of Re-exports	" ..	227,453	146,554
Treasure re-exported	" ..	1,968,655	3,365,684
		7,028,693	9,585,946

(Signed) W. H. FITTOCK, Consul.

British Consulate, Ningpo, March 4, 1869.

Consul Robertson to Mr. Hammond.—(Received May 17.)

Sir,

Canton, March 31, 1869.

I HAVE the honour to transmit to you my Report on, and the Returns of, Trade at the Port of Canton during the year 1868; duplicates of which I shall forward to Her Majesty's Minister at Peking.

I have, &c.

(Signed) D. B. ROBERTSON.

Inclosure in No. 4.

Report on the Foreign Trade at the Port of Canton in China during the Year 1868.

THE Returns annexed to this Report are as follows:—

- No. 1. Return of British shipping.
- No. 2. Tonnage and number of foreign vessels according to nationality.
- No. 3. Imports from foreign countries.
- No. 4. Exports to foreign countries.
- No. 5. Chinese produce imported from Chinese ports and Hong Kong.
- No. 6. Chinese produce exported to Chinese ports and to Hong Kong for re-exportation to Chinese ports.
- No. 7. Comparative Statement of some of the principal articles of import.
- No. 8. Comparative Statement of some of the principal articles of export.

The foreign trade at the Port of Canton during the year does not, according to the foreign Custom-house Returns, show so favourably as might have been anticipated, being, without taking into account the import and export of treasure, 1,011,313 dollars (or in sterling about 222,278*l.*) in value below that of the year 1867. The cause of this is not, and cannot be, known, as the import trade, in piece goods at least, is entirely in Chinese hands, and all that can be accounted for are those brought by the river steamers, which must be a small per-centage of the entire quantity imported in junks and otherwise. With the exception of exports, foreign trade, that is, trade conducted by foreigners at the port, and passed through the foreign Custom-house, forms but a small item in the general business, and is confined almost entirely to raw cotton and metals. To judge, therefore, of the prosperity of the port by the Returns now made is a fallacy. Canton is a wealthy, prosperous, and busy city. In times past the foreign trade was concentrated in the hands of a few, for imports were brought direct from Europe, and sold in large parcels to the dealers, who were men of substance and wealth. Now all this is changed; the Colony of Hong Kong has become the market of Canton, where the dealers and brokers purchase what they require, and ship it for the coast places or Canton in junks, and, as no reliable record is kept at the native Customs stations of either imports or exports, it is impossible to arrive at even an approximate estimate of quantities or values passing through Chinese hands.

This apparent deficiency in the value of trade may, however, be attributed to falling off in the imports of opium, cotton, and nankeens, as the following comparative Tables will show:—

OPIUM.

Imports.			Weight in Piculs.	Value in Dollars.
1867.	Malwa		1,233	912,559
	Patna		878	472,839
			2,111	1,385,398
1868.	Malwa		365	253,514
	Patna		442	245,142
			807	498,656
Deficit in 1868 ..			1,304	886,742

Showing a deficit in 1868 of 1,304 piculs of opium, and of value 886,742 dollars.

COTTON.

Imports.			Weight in Piculs.	Value in Dollars.
1867.	Indian		256,866	5,086,271
	Native		14,337	301,087
			271,203	5,387,358
1868.	Indian		247,213	4,559,910
	Native		5,017	109,862
			252,230	4,669,772
Deficit in 1868 ..			18,973	717,586

Showing a deficit in 1868 of 18,973 piculs, and of value 717,586 dollars.

NANKEENS.

Imports.			Weight in Piculs.	Value in Dollars.
1867.	Nankeens . .		16,135	1,290,770
1868.	Ditto		12,864	964,822
Deficit in 1868 ..			3,271	325,948

The falling-off in the importation of this article may be attributed to the market being overstocked during the previous two years. The best kinds are manufactured in the Province of Kiang-su from a reddish coloured cotton grown in Kiangnan, from whence it is brought to Canton, where nankeen is also produced, but of an inferior quality, and by no means equal to that made in the north. Some fifty years ago the export to the United States and other countries was very large, but, the fashion for it having gone out, it is imported now chiefly for Chinese consumption.

Raw Cotton.—The import of Indian grown cotton is much on a par with that of the preceding year 1867, but the market price has been very low, and the loss upon it proportionate. Native cotton, chiefly from the north, has fallen off considerably. It is almost impossible to account for these fluctuations, nor do we know sufficient of the economy which regulates the supply and demand in China to be able to attribute them to any certain cause. Cotton yarn, imported chiefly from England, has on the contrary increased in quantity, and the impression is, will increase for manufacturing purposes, its use becoming more extended every year.

The following Table will show the loss and gain in these articles of import :—

	1867.		1868.		Increase.		Decrease.	
	Piculs.	Value.	Piculs.	Value.	Piculs.	Value.	Piculs.	Value.
		Dollars.		Dollars.		Dollars.		Dollars.
Cotton—								
Indian	256,866	5,086,271	247,213	4,559,910	...	...	9,653	526,361
Native	14,337	301,087	5,017	109,862	...	...	9,320	191,225
Yarn	18,741	1,180,216	28,930	1,305,817	10,189	125,601	...	...

From which it will be seen there is a considerable decrease in the import of raw cotton in 1868, but an increase in cotton yarn.

Cotton Piece Goods.—It is difficult to say what is the amount, and what is the value of the imports of this class of goods, as only of those passed through the foreign Custom-house is there any record. The Chinese merchants and shopkeepers make their purchases at Hong Kong, distant some ninety miles from Canton, with which there is a daily communication by steamers, besides a large junk and passage-boat conveyance. For the purpose of a trade estimate, therefore, the following Return is of little value. It will show, however, a comparison of Customs entries for the years 1867 and 1868:—

	1867.		1868.		Increase.		Decrease.	
	Pieces.	Value.	Pieces.	Value.	Pieces.	Value.	Pieces.	Value.
		Dollars.		Dollars.		Dollars.		Dollars.
Cotton—								
Dyed, figured and plain ...	11,715	48,943	8,009	31,626	...	...	3,706	17,317
Drills, grey	8,160	59,631	6,121	31,308	...	...	2,039	28,323
Damasks	910	7,577	1,011	6,703	101	...	...	874
Handkerchiefs ... Doz.	33,118	33,118	36,958	37,659	3,840	4,541	...	...
Printed and fancy	13,938	35,180	18,154	40,691	4,216	5,511	...	...
Shirtings, grey	112,278	384,307	114,876	344,263	2,598	...	...	40,044
" white	56,817	238,730	53,936	178,861	...	...	2,881	59,869
T-cloths	71,171	204,196	108,884	260,418	37,713	56,222	...	...

From which it will be seen there is no material increase in any of the goods with the exception of T-cloths, which show some improvement.

Woollens.—The Chinese dealers supply themselves with these goods at the Hong Kong market as they require them. Stocks are never kept at Canton, and it is impossible to say what is the real consumption for reasons above given. The following Table will show the entries during the past two years at the foreign Custom-house:—

	1867.		1868.		Increase.		Decrease.	
	Pieces.	Value.	Pieces.	Value.	Pieces.	Value.	Pieces.	Value.
		Dollars.		Dollars.		Dollars.		Dollars.
Camlets, English	3,594	71,880	3,273	57,592	...	...	321	14,288
" Dutch	271	8,130	370	10,251	99	2,121	...	...
Flannels and woollens ...	1,083	17,389	411	7,386	...	...	672	9,953
Habit and medium cloth ...	3,375	151,875	3,005	28,445	...	...	370	123,430
Lastings	4,328	79,225	3,767	58,339	...	...	561	20,886
Long ells	6,200	61,720	5,555	48,402	...	...	645	13,318
Spanish stripes	6,509	123,671	5,874	108,457	...	...	635	15,214
Woollen and cotton mixtures	9,947	71,255	11,368	107,556	1,421	36,301	...	...

From which it will be seen there is a decrease upon almost the whole of these articles.

Metals.—Metals have been in fair demand during the year, and show consequently an increase over the import in 1867; for instance:—

			1867.	1868.	Increase.
			Piculs.	Piculs.	Piculs.
Lead	..	..	14,824	21,797	6,973
Iron, nail and rod	..	..	108	3,413	3,305
Quicksilver	..	..	653	1,416	763

But these amounts compared with those of 1863, viz., lead, 60,655, iron 29,991, quicksilver 4,054 piculs, indicate a large falling-off—apparently so, at least, but, in all probability, really not, that amount and more being imported in junks.

Opium.—The quantity imported in foreign vessels and passed through the Custom-house in the year 1868, was only 807 piculs, against 2,111 piculs in 1867, showing a considerable falling-off. This may be attributed to the fact that during the former year the duty levied on this product taken in junks from the British Colony of Hong Kong to Kiang-mun for the West River and the western part of this province, and to Sam-shuy for the North River and the eastern part of the province, has been much less than on that passed through the Canton Custom-house, as the following statement will show :—

	Per chest.			
	T.	M.	C.	C.
Duty on opium carried in native boats from				
Hong Kong to Kiang-mun	22	4	0	0
War tax	16	0	0	0
		38	4	0
Duty on opium brought in foreign vessels from				
Kong to Canton	38	0	0	0
War tax	18	4	0	0
Opium farmer	8	0	0	0
		64	4	0
From Canton to the North and West Rivers :—				
Canton officials	4	5	0	0
Station at Sam-shuy	10	4	0	0
Ditto at Lu-paou (North River); or How-le (West River)	10	4	0	0
		25	3	0
Total		89	7	0

Consequently, opium intended for the interior of the province imported by native vessels from Hong Kong, pays in all a duty of 38 taels 4 mace only, instead of a duty of 89 taels 7 mace, which would be levied upon it if it passed through Canton, being a saving of 51 taels 3 mace per chest, and, of course, with this premium upon it, none but what is required for local consumption is imported into this city.

Naturally, it may be asked, why should this difference exist? That at Canton, the provincial city, the duty per chest should be 89 taels, whilst at Kiang-mun, some twenty miles only distant from it, it is but 38 taels, seems unaccountable. The only answer that can be given is that the duty at Canton on opium imported in foreign vessels is levied in accordance with the Treaty Tariff rate, being 30 taels per picul, equal to 38 taels per chest, and to this are added the various imposts leviable at the interior stations and by the Canton officials, which runs it up to so high a figure.

This, however, is a matter of no great moment to the foreign merchant, for all opium is sold at Hong Kong, and, having passed into Chinese hands, how or by what route it enters the Kwang-tung Province does not concern him; the question only being, if the high duty levied at the city of Canton was lowered, whether more opium for consumption would be purchased. Certainly, if the duties were reduced to a minimum, an increase might be looked for; but, without that, it is exceedingly doubtful whether much in excess of the present importation would result from the Canton levy being equalized with that of the native levy.

Of late years native-grown opium has been on the increase. It is produced chiefly in the provinces of Yunnan, Kwei-chow, Sze-chwan,

Shan-si, Shen-si, and Kwang-tung, which are southern provinces. It is also grown in some of the northern provinces. In quality some of it is not much inferior to Malwa opium, but in strength and flavour it is weaker. It varies, however, in different places, that produced in Szechwan being the finest. Smokers prefer the Indian drug, although the price is double that of the native. Indeed, the latter is chiefly used for mixing with the former in the proportion of seven-tenths foreign to three-tenths native. The production of native opium is now, however, forbidden by an Imperial Decree, dated the 22nd of January, but it is doubtful whether this will affect the importation of Indian opium to any extent.

Rice.—There is generally a considerable import of this grain, but during the past year none arrived in foreign vessels, but large quantities in native craft, at the rate of at least 7,000 piculs per diem, more or less. This is owing to the exaction of tonnage dues from foreign shipping, the cargo itself being free and freight on it too low to allow of the payment of tonnage dues. Efforts to relieve vessels from this levy have frequently been made, but in vain, and the result is the trade has been completely driven to Hong Kong, from whence it is brought up in junks.

Wheat.—Large imports of this grain from Shanghai have been made during the year to the estimated amount of 113,697 piculs, at a value of 306,984 dollars. It is said that, in anticipation of the cotton market at Canton being depressed, a great deal of the land usually put under cotton cultivation was sown with wheat, and hence the import.

Ginseng.—Ginseng is the root of a plant which grows wild in Manchuria and the north of Corea and Japan. It is also imported from America under that name, but it is probably a different species, though assimilating to the native production in the medicinal qualities for which it is so esteemed by the Chinese, these being chiefly strengthening and stomachic. The crude is the natural dried root, the clarified is rendered translucent by steaming, skinning, and drying the fresh root. It is an Imperial monopoly, the finest being reserved for the Court at Peking, and considered more valuable than its weight in gold. The amount imported into Canton, chiefly American, has gradually decreased, and last year reached only 1,512 piculs, Custom-house entries. This is due to the clarification process being effected at Hong Kong instead of, as formerly, at Canton, and from thence sent to the northern ports,

EXPORTS.

Tea.—The export of tea was 7,000 piculs less in 1868 than in 1867, but 12,000 piculs more than in 1866. The stock, too at the close of the year was only 2,500 piculs against 9,400 piculs in 1867 and 14,000 piculs in 1866. The country teas, also, that is, teas made in, packed, and sent down from the interior, amounted to only 10 chops weighing 4,200 piculs, against 28 chops in 1867, weighing 11,000 piculs.

The following Table gives the export during the past six years :—

	1863.	1864.	1865.	1866.	1867.	1868.
	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.
Tea, black ..	135,348	82,163	90,093	74,845	88,978	85,916
„ green ..	48,000	22,551	18,331	9,295	14,677	10,581
Total ..	183,348	104,714	108,424	84,140	103,655	96,497

Some of these teas are prepared at Canton from the leaf sent down in bags, and scented and packed for the home market.

The following gives the average market quotations for the year:—

Description.	Quotation in Taels per Picul.
District Congou	15½, 18, 21, 25, 29, 32, 33.
Scented Orange Pekoe	15, 18, 20, 22, 27, 31, 38.
Scented Capers	13½, 14, 16, 24, 27, 30, 32, 37.
Country Congou	24, 25, 27, 30½.
Canton-packed Congou	17, 18, 20, 21, 22.
Pouchong	17, 21½.
Gunpowder	13, 14, 19, 21, 26, 28, 30, 31.
Young Hyson	17, 20, 22, 25, 28, 30.
Imperial	18, 22.

The average value of the tael in British currency may be taken at 6s. 1d., and the picul at 133½ lbs. avoirdupois.

Silk.—A large increase in quantity of raw, thrown, and wild silk, is shown by the Custom-house Returns for the past year, 1868, over the preceding one, 1867. The market opened very briskly, and at full prices, causing a proportionate influx of the article, together with some sorts which have hitherto gone to Macao. Piece goods, ribbons, and sashes, were rather under the usual amount. The following Table will show the differences between the two years:—

	1867.		1868.		Increase.		Decrease.	
	Piculs.	Value.	Piculs.	Value.	Piculs.	Value.	Piculs.	Value.
<i>Silk—</i>		Dollars.		Dollars.				Dollars.
Raw and thrown ...	9,272	4,951,311	11,683	5,845,332	2,411	894,021	...	...
Wild, raw ...	5,343	678,616	6,536	914,995	1,193	236,379	...	...
Piece goods ...	4,592	3,403,485	4,111	3,002,943	...	...	481	400,542
Ribbons and sashes .	702	491,365	652	444,087	...	...	50	47,278

Showing an increase in raw and thrown silk of 2,411 piculs, value 894,021 dollars, and in wild raw, 1,193 piculs, value 236,379 dollars, in the year 1868.

The following Table gives the average market quotations for the year:—

Description.	Average Price per Picul.
Tsatlee, red, best selected ..	520, 560, 590, 600.
„ „ No. 1 ..	485, 490, 510, 520, 550, 565, 580, 595.
„ „ No. 2 ..	480, 490, 500, 535, 550, 580.
Loongkong, best selected ..	520, 530, 545, 575, 585, 600.
„ marked No. 1 ..	500, 510, 520, 540, 565, 580.
„ „ No. 2 ..	490, 495, 525, 550, 565.
Lacklow, No. 1 ..	450, 470, 480, 490, 500, 515, 520.
Kowkong, No. 1 ..	420, 440, 490, 500, 510.
Sculam, No. 1 ..	375, 380, 400, 415, 430.
Punjums, No. 1 ..	140, 145, 150, 155, 160.
Waste silk, No. 1 ..	45, 65, 70, 75.
Pierced cocoons ..	50, 70, 75, 80, 85.
Re-reeled cumchucks ..	540, 550, 575, 590, 600.

Cassia.—The export of this product has increased during the year to the extent of 36,000 piculs in 1868 against 24,600 piculs in 1867. This was owing to an improved demand which diverted a portion of it from the usual route to Macao.

Sugar.—The Customs Returns of sugar are short by at least 66,000 piculs compared with the export of 1867, but probably that amount and a great deal more was conveyed by junks to Hong Kong where there is a large trade in it for Japan and other places.

Vermilion.—Not more than 59 piculs were exported. It is now

manufactured in Hong Kong chiefly, thus escaping duties and charges of various kinds.

Indigo.—A good demand for this article occasioned an increased manufacture, and the export improved by 900 piculs over that of the year 1867. The total amount exported was 4,286 piculs, at a value of 192,865 dollars. It is manufactured chiefly in Canton.

Matting.—There was a falling-off of at least 20,000 rolls compared with the export of 1867; consequently the stocks on hand are larger than usual.

The above are the principal articles comprised in the import and export trade of the Port of Canton, and all that can be said is, it has not receded if it has not advanced much. This apparent stationary position is due to the two Custom-houses: namely, the foreign one under foreign supervision, through which all goods imported or exported in foreign bottoms must pass for the levy of Treaty Tariff duties; and the Chinese one, which takes cognizance of Chinese junks and vessels, and has its own scale of duties according to the Imperial standard; and, as this varies considerably from the foreign Treaty one, being generally more favourable, and the collection of duties being certainly more carelessly managed, Chinese merchants prefer shipping by native craft for short distances, such as to Hong Kong; and hence the bulk of the trade goes by that sort of conveyance.

In former Reports the tendency of the foreign import trade to vest entirely in Chinese hands has been adverted to, and every year confirms that anticipation. It has even taken a step in advance, by a movement on the part of the Chinese dealers to check importation of goods by foreigners, and thus keep the trade to themselves. Instances are known where parcels of woollens in foreign hands have been found unsaleable, which, on being returned to Hong Kong, were immediately purchased and re-imported by Chinese dealers through the foreign Custom-house, thus proving that it was not a question of duties but of combination to keep the trade in possession. This power of combining on the part of the Chinese is one of the most formidable obstacles the foreign merchant has to contend with. The markets for cotton, piece goods, tea, silk, everything in fact, both of foreign and native trade, are regulated by the guilds, and no single individual Chinese dare act in opposition to their decrees. At times they go a little further than the law warrants; and in the year 1867 I was obliged to interfere, and break up a cotton combination that threatened to make a monopoly of the trade, to the great satisfaction of the brokers and outside dealers, who could not of themselves resist the power of the guild. During the past year I have also been in collision with the tea and silk guilds on these grounds. It is the custom of the trade to take musters of teas to the foreign hong for inspection, which are examined and tasted, and, if approved of, the price is agreed on on the understanding that the bulk of the tea when delivered will be equal to the muster. All this having been arranged, and the time of the chop's arrival ascertained, the foreign merchant will engage tonnage by some vessel to be on the berth about that period. When the teas come down, however, they are found to be very inferior, badly made, badly fired, mixed, and not unfrequently all but worthless.

Unfortunately, foreign merchants have not the power of combining like the Chinese, and competition, the great bane to a sound system of trade, exists to an unlimited degree. In this, of course, consists the security of the Chinese dealers. To throw up the contract would probably entail no loss on them, as the chances are competition, or whatever else

may be the cause, insures as good and perhaps a better price than the original agreement; but it would seriously injure the foreign purchaser, who, his tonnage having been engaged, and advices having gone forward, would be awkwardly placed by the failure of the contract. The brokers, too, who represent the owners, will submit to no deduction, or, if to any, only such as is of little advantage. In the end the teas go forward, and the results are shown by the advices from home—sold without reserve—got rid of at any sacrifice.

A deputation of those interested in the tea trade waited upon me, to point out these facts, and the difficulties they laboured under in the matter. I told the members composing it, the remedy lay in their own hands, which was to refuse teas that were not equal to muster; and, if that was inconvenient, I did not see how I could assist them, unless they brought actions against the teamen for breach of contract; and this I understood was also inconvenient, from the delay which always attended the trial of actions in a Mixed Court. I proposed, however, to see if I could arrange a system of arbitration, by which delay might be avoided, and any question which arose settled at once. Accordingly I addressed the Chinese authorities on the subject; but after a long correspondence, the Tea Guild refused any compromise, and met my proposition by a counter one, that teas found unequal to muster should be refused. This, I knew, was what the dealers were always ready to accept, and required no understanding or arrangement to effect; so, finding all attempts at a settlement were hopeless, I requested the Viceroy to issue a Proclamation, warning the teamen, that in any case of fraud they would be severely punished. This Proclamation was issued, and has, I have been informed, had a very salutary effect, the brokers and dealers having become more amenable to reason.

A complaint was made to me by a deputation of those interested in the silk trade, who represented the system of robbery that existed, and frequent deterioration of the silk shipped from this by damp and mildew. The bales, on being opened at home, were found to be short in weight by the evident abstraction of some of the books, although the outside packing appeared undisturbed. The silk, too, was mildewed. There was a strong suspicion that the robbery was effected *in transitu* between Canton and the shipment of the silk at Hong Kong, in the Peninsular and Oriental Steam Navigation Company's steamers, and certainly by Chinese, who alone could open and repack a bale of silk, so that it could not be discovered. To this I could only reply, by recommending a handsome reward being publicly offered for such information as would lead to the conviction of the offenders; and that, as regarded the mildew, I believed it was very difficult to prevent. The preparation of silk predisposed it to the absorption of atmospheric damp; and silk packed in rainy weather, although apparently dry, imbibed a large amount of moisture, which, of course, was developed in the heat of the ship's hold, and caused mildew. Perhaps, too, it was damped by the seller to increase the weight. I saw, myself, no remedy for this beyond great care on the part of the silk inspector; and, even with that, the large amount of silica and salt contained in the fibre would always affect it injuriously in a hot, damp climate like that of Canton.

I mention these two circumstances to show that the foreign tea and silk inspectors at this port have not failed to endeavour to correct the evils and remove the abuses they are subjected to; but the remedy is one so purely a matter of arrangement between themselves that other interference is all but useless. When combination and non-competition become the rule they may hope for better things.

I do not see that the prospects of foreign trade, that is, trade in foreign hands, is likely to improve. That there is an immense trade at Canton there can be no question, but it is in those of the Chinese. After all it is but a question of locality; for whether transactions take place here or at Hong Kong is, as far as the foreign merchant is concerned, of no great consequence. Indeed, business is more simple and easy at the Colony than here; goods are sold and taken delivery of at the godowns by the Chinese purchasers, and the trouble of re-shipment to Canton and passing them through the Custom-house and paying duties on, perhaps, unsaleable merchandize, by which a loss of capital and interest is incurred, is all saved, and much other trouble and expense also.

As regards exports of tea and silk, which still remain under foreign control, unless greater care is shown in regard to their selection and the state they are packed in, by which I mean their qualities and firing, the reputation of Canton teas will suffer considerably. I think also the exportation of what are called "Lie Teas," a preparation of the leaves of a shrub, and without one particle of tea in them unless it be some dust sweepings rolled up with rice water, is much to be deprecated. There is a considerable traffic in this abomination for the home markets, for the purpose, doubtless, of mixing, and it is regularly quoted like the true article.

With these brief remarks I close my Report of Trade for the year 1868. There is nothing very encouraging in it, I fear, but it must be remembered that Hong Kong is the depôt of this port, and the Returns of the foreign Custom-house do not represent the true trade of the port. I have taken them, however, as data in the preparation of this Report, as well as information supplied by the Foreign Commissioner of Customs, whose courtesy and readiness to oblige I take this opportunity of acknowledging.

(Signed) D. B. ROBERTSON, *Consul*.

British Consulate, Canton, March 31, 1869.

(No. 1).—RETURN of British Shipping at the Port of Canton in the Year 1868.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

ENTERED.										CLEARED.									
Total Number of Vessels.					Total Tonnage.					Total Number of Crews.					Total Value of Cargoes.*				
With Cargoes.		In Ballast.		Total.	With Cargoes.		In Ballast.		Total.	With Cargoes.		In Ballast.		Total.	With Cargoes.		In Ballast.		Total.
...	331	4	335	...	...	...	...	...	...	...	330	5	335	...	...	...	...	...	...
...	86	89	125	...	...	...	...	...	...	...	85	73	107	...	...	...	...	...	...
	367	93	460	168,236	38,086	196,322	...	...	...	...	365	78	442	158,356	31,392	189,748	...	...	...
River steamers	...																		
Other vessels	...																		

Indirect or Carrying Trade in British Vessels from and to other Countries.

[illegible]

* It has been found impossible to obtain data for the filling-in of this column.

Canton, March 31, 1869.

D. B. ROBERTSON, Consul.

(No. 2.)—NUMBER and Tonnage of Foreign Vessels Entered and Cleared, of each Nationality.

	ENTERED INWARDS.				CLEARED OUTWARDS.			
	With Cargoes.		In Ballast.		Total.		No.	Tons.
	No.	Tons.	No.	Tons.	No.	Tons.		
British ..	60	29,701	89	36,340	149	66,041	77	35,844
Ditto. River steamers ..	331	143,470	4	1,746	335	145,216	330	143,587
American ..	11	6,113	8	4,223	19	10,336	11	5,886
Ditto. River steamers ..	112	9,643	47	4,004	159	13,647	153	13,274
French ..	3	2,415	11	15,809	14	18,224	4	2,550
Russian ..	1	247	2	1,048	3	1,295	1	247
North German Confede- ration ..	42	15,660	24	6,280	66	21,940	56	19,280
Danish ..	2	537	1	200	3	737	3	737
Dutch ..	2	922	2	952	4	1,874	2	968
Hawaiian ..	1	150	..	..	1	150	1	150
Italian ..	2	821	..	..	2	821	..	821
Japanese ..	1	321	..	..	1	321	1	321
Norwegian ..	3	647	2	292	5	939	4	681
San Salvador ..	1	800	..	..	1	800	..	..
Spanish ..	..	..	1	361	1	361	..	..
Total ..	572	211,447	191	71,255	763	282,702	643	223,525
							117	56,964
							760	280,489

British Consulate, Canton, March 31, 1869.

(Signed)

D. B. ROBERTSON, Consul.

(No. 2.)—SUMMARY of Imports from Foreign Countries during the Year ended December 31, 1868.

Description of Goods.	Classifier of Quantity.	From South America.		From British Possessions in the Straits.		From Hong Kong.		Total Imported.		Re-exported to Foreign Countries.		Net Total Imported.	
		Quantity.	Value. Dollars.	Quantity.	Value. Dollars.	Quantity.	Value. Dollars.	Quantity.	Value. Dollars.	Quantity.	Value. Dollars.	Quantity.	Value. Dollars.
Shirts, grey	Pieces	...	...	...	...	114,876	344,263	114,876	344,263	500	1,400	114,376	342,863
white and plain	"	...	...	...	...	53,936	178,861	53,936	178,861	...	...	53,936	178,861
T-cloth	"	...	...	...	...	108,884	260,418	108,884	260,418	...	1,300	108,384	259,218
Cotton yarn	Piculs	...	...	...	...	28,939	1,303,817	28,939	1,303,817	255	11,988	28,674	1,293,829
Bombazettes	Pieces	...	...	...	...	10,905	102,065	10,905	102,065	30	270	10,795	101,795
Broad cloth	"	...	...	...	...	3,005	128,445	3,005	128,445	...	...	3,005	128,445
English camlets	"	...	...	...	...	3,273	57,592	3,273	57,592	10	175	3,263	57,417
Lastings	"	...	...	...	...	3,767	58,339	3,767	58,339	...	...	3,767	58,339
Long ells	"	...	...	...	...	5,565	48,402	5,565	48,402	40	356	5,515	48,046
Silk, striped, from Dupions	Piculs	...	...	...	...	5,874	108,457	5,874	108,457	...	...	5,874	108,457
Silk, reeled, from Dupions	"	...	...	...	...	232	48	232	48	...	...	232	48
Lead, in pigs	"	...	...	...	...	21,797	30	21,797	30	487	4,189	21,310	30
Quicksilver	"	...	...	...	...	1,415	88	1,415	88	10	...	1,415	88
Birds' nests, 2nd quality	"	...	...	...	...	43	72	43	72	...	...	43	72
Cotton	"	...	...	...	...	247,212	56	247,212	56	...	...	247,212	56
Ginseng, crude	"	...	...	...	...	1,121	81	1,121	81	...	...	1,121	81
Guano	"	...	...	...	...	459,910	4,559,910	459,910	4,559,910	180	12,900	459,730	4,559,170
Opium, Malwa	"	83,339	14	...	...	38,339	14	38,339	14	...	...	38,339	14
Patna	"	...	...	...	...	365	44	365	44	...	...	365	44
Jade stoues	"	...	...	...	...	441	91	441	91	0	371	441	21
Sundries	"	...	...	...	...	2,118	78	2,118	78	...	...	2,118	78
Total	...	...	91,090	...	19,936	...	9,274,909	...	9,385,925	...	51,074	...	9,335,251

* Including 400 dollars elastic goods not imported during the year.

Total value of Imports from foreign countries, 9,385,925 dollars, at 4s. 4½d. per dollar, equal to 2,062,9487. 2s.
Ditto of Re-exports from foreign countries, 51,074 dollars, at 4s. 4½d. per dollar, equal to 11,2257. 12s. 9d.

British Consulate, Canton, March 31, 1869.

(Signed)

D. W. ROBERTSON, Consul.

(No. 4.)—SUMMARY of Exports to Foreign Countries during the Year ended December 31, 1868.

Description of Goods.	Classifier of Quantity.	To Great Britain.		To America, North.		To America, South.		To Continent of Europe.		To India.		To Hong Kong for probable re-exportation to Foreign Countries.		Total.	
		Quantity.	Value. Dollars.	Quantity.	Value. Dollars.	Quantity.	Value. Dollars.	Quantity.	Value. Dollars.	Quantity.	Value. Dollars.	Quantity.	Value. Dollars.	Quantity.	Value. Dollars.
Silk, fine, raw	Piculs	445 60	232,800	338 87	164,435	...	...	...	...	10,817 4	5,408,520	11,591 51	5,795,755	2,287 96	118,717
„ refuse	„	1,777 50	115,587	68 25	4,436	...	...	...	...	442 21	28,744	6,585 68	914,995	1,630 30	114,114
„ wild, raw	„	374 25	26,198	...	...	...	...	...	...	1,935 95	87,916	3,458 7	2,568,971	...	...
„ cocoons	„	5 81	4,299	10 20	7,548	110 30	81,622	7 73	5,720	3,324 3	2,453,782	3,121 96	82,932	...	...
„ piece goods	„	...	...	...	...	...	...	...	...	12 54	82,647	86,910 9	2,841,060	...	...
„ thread	„	...	...	...	...	...	...	...	...	9,405 84	256,309	2,117 81	58,240	...	...
Tea, black	„	71,617 61	1,951,580	1,616 40	44,047	2,838 46	77,343	67 28	1,833	2,172 45	63,623	1,293 59	64,880	...	...
„ green	„	7,006 81	192,687	688 50	18,934	130 78	3,596	8 11	155	10,496 73	209,935	35,982 73	719,655	...	...
„ Tea	„	15 11	756	2 92	146	92 50	1,850	9,168	183,360	654 44	26,178	1,507 61	60,805	...	...
„ Brass ware	„	8,965 50	179,310	349 36	13,974	18 75	750	379 93	3,799	3,867 78	38,638	19,886 14	199,821	...	...
„ China	„	458 14	18,336	11,766 39	117,664	3,872 4	88,720	...	...	3,745 77	168,665	70,619	459,219	...	...
„ Crackers, fireworks	„	...	...	...	...	...	...	...	...	24,410	158,665	7,112 64	78,338	...	...
„ Glass bangles	„	10,357	67,321	26,399	171,593	8,700	56,550	783	5,090	1,714 84	18,863	69,317	77,979	...	...
„ Matting	„	3,637 91	39,907	938 85	1,327	62 31	685	768 73	8,466	924 23	74,928	26 91	75,348	...	...
„ Preserves	„	36 75	2,756	58 75	4,406	...	...	...	...	...	...	...	...	...	...
„ Rhubarb	„	...	...	...	...	0 15	420	...	...	...	...	...	...	...	...
„ Silver-ware	„	...	...	...	...	...	47,067	...	14,233	...	...	...	...	...	...
„ Sundries	„	...	60,318	...	57,338	...	...	...	...	...	...	...	...	...	...
Total	„	...	2,681,849	...	759,948	...	308,839	...	237,778	...	14,863	10,859,055	15,062,352	...	...

Total Exports to Foreign Countries, at $\text{Rs. } 4\frac{1}{2}$ per dollar, equal to 3,310,579/ 9s.

D. B. ROBERTSON, Consul.

(Signed)

British Consulate, Canton, March 31, 1869.

(No. 5.)—SUMMARY of Imports of Chinese Produce from Chinese Ports and Hong Kong, during the Year ended December 31, 1868.

Description of Goods.	Classifier of Quantity.	From Hong Kong.		From Shanghai.		All the other Ports.		Total Imported.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			Dollars.		Dollars.		Dollars.		Dollars.
Silk piece goods ..	Piculs ..	300 53	279,493	348 65	324,245	25 24	23,473	674 42	627,211
Tea, black ..	" ..	784 71	27,465	68 87	2,410	..	..	853 58	29,875
" green ..	" ..	95 82	3,833	..	..	8 8	323	103 90	4,156
Cotton ..	" ..	5,016 54	109,862	..	..	..	..	5,016 54	109,862
Cinnabar ..	" ..	1,770	74,340	..	..	..	..	1,770	74,340
Ginseng ..	" ..	124 5	56,806	..	..	..	..	130 25	60,210
Horns, deer's, young ..	Pairs ..	1,484	50,473	2,515	85,510	6 20	3,404	4,010	136,357
Lily flowers, dried ..	Piculs ..	805 99	9,269	532 75	6,127	11	374	2,006 7	23,070
Mats ..	Pieces ..	100,156	30,047	4,610	1,383	667 33	7,674	253,606	75,082
Medicines ..	Piculs ..	1,790 25	33,131	514 59	21,261	1,000 17	44,652	3,305 1	75,373
Nankeens ..	" ..	2,176 67	163,250	10,338 7	775,355	349 56	26,217	12,864 30	964,322
Peas ..	" ..	..	..	..	..	59,463 96	118,928	59,463 96	118,928
Skins made into clothing ..	Pieces ..	690	1,739	723	2,283	12,970	51,537	14,383	55,559
Tobacco, leaf ..	Piculs ..	3,395	47,530	1,430 77	20,031	2,068 36	28,357	6,894 13	96,518
" prepared ..	" ..	2,246 47	80,873	365 6	13,142	835 55	30,080	3,447 8	124,095
Wax, white ..	" ..	690 90	207,270	157 18	47,154	39 97	11,991	888 5	256,115
" yellow ..	" ..	3,406 43	204,386	25 12	1,507	12 69	761	3,444 24	206,654
Wheat ..	" ..	..	..	113,697 89	306,984	1 25	3	113,699 14	306,987
Sundries ..	" ..	..	113,141	..	87,931	..	47,755	..	248,827
Total ..	..	..	1,492,908	..	1,695,323	..	417,110	..	3,605,341

(No. 6).—SUMMARY of Exports of Chinese Produce to Chinese Ports and Hong Kong for Re-exportation to Chinese Ports during the Year ended December 31, 1868.

CANTON.

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Description of Goods.	Classifier of Quantity.	To Shanghai.		To Hankow.		To Ningpo.		To Tien-tsin.		To Che-foo.	
		Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.
Silk piece goods ..	Piculs ..	36 55	Dollars. 24,854	286 97	Dollars. 195,140	8 52	Dollars. 5,794	238 85	Dollars. 162,418	44 79	Dollars. 30,457
" ribbons ..	" ..	142 13	96,648	121 69	82,749	0 75	510	267 9	181,621	16 5	10,914
" tassels ..	" ..	1 0	680	0 53	360	..	..	36 4	24,507	8 95	6,086
" and cotton mixtures ..	" ..	0 8	24	20 0	6,000	..	..	80 65	24,195	..	..
Brass buttons ..	" ..	1,087 12	97,841	211 34	19,021	143 35	12,901	1,059 21	95,329	274 86	24,737
Fans, palm leaf, untrimmed ..	Pieces ..	1,881,120	18,811	..	..	5,072,680	50,727	330,000	3,300	179,800	1,798
Ginseng, reclarified ..	Piculs ..	92 90	14,864	39 32	6,291	29 60	4,736	1 67	267	0 80	128
Glass ware ..	" ..	786 3	39,302	127 49	6,374	183 23	9,162	144 43	7,221	38 1	1,900
Glue ..	" ..	1,570 43	23,556	538 97	8,085	352 14	5,282	..	..	..	..
Grass cloth, coarse ..	" ..	35 23	3,523	35 99	3,599	..	..	194 15	19,415	45 84	4,584
" fine ..	" ..	10 68	3,204	3 21	963	2 28	684	28 40	8,520	12 91	3,873
Indigo, dried ..	" ..	1,858 51	83,633	249 53	11,229	363 96	16,378	715 41	32,193	530 4	23,852
Ivory ..	" ..	44 92	22,460	0 77	385	7 94	3,970	0 24	120	0 3	15
Lungans, dried ..	" ..	1,006 3	6,036	281 14	1,687	4,916 20	29,497	40 23	241	..	..
Opium, prepared ..	" ..	0 13	167	1 62	2,133	..	..	36 68	48,872	0 9	132
Paper, 1st quality ..	" ..	563 85	14,096	799 5	19,976	46 10	1,153	1,432 27	35,807	814 70	20,368
Sugar, brown ..	" ..	14,862 41	55,734	36,985 17	138,694	963 58	3,613	24,385 97	91,447	4,232 26	15,871
" candy ..	" ..	583 69	4,378	1,806 26	13,547	..	..	11,314 48	84,858	1,088 21	8,161
" white ..	" ..	8,961 45	51,528	10,502 31	60,388	8,284 70	47,637	14,319 39	82,336	1,689 49	9,715
Tobacco, prepared ..	" ..	21,397	21,397	309	309	2,402 11	48,042	9,087 64	181,753	165 79	3,316
Sundries ..	" ..	1,069 87	148,411	15 47	94,244	..	92,030	..	117,160	..	41,961
Total ..	..	..	731,147	..	671,172	..	332,116	..	1,201,580	..	207,868

Description of Goods.	Classifier of Quantity	To Newchwang.		To Amoy.		To Hong Kong, for probable Re-exportation to Chinese Ports.		Total Exports to Chinese Ports.	
		Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.
			Dollars.		Dollars.		Dollars.		Dollars.
Silk piece goods ..	Piculs ..	37 22	25,309	..	..	.. 81 46	..	652 90	443,972
" ribbons ..	" ..	9 97	6,780	..	..	..	55,393	689 14	434,615
" tassels ..	" ..	1 18	803	..	..	..	..	47 70	32,436
" and cotton mixtures ..	" ..	..	..	..	..	..	..	100 73	30,219
Brass buttons ..	" ..	234 30	21,087	..	..	166 98	15,028	3,177 16	285,944
Fans, palm leaf, untrimmed ..	Pieces ..	..	..	..	..	..	..	7,463,600	74,636
Ginseng, reclarified ..	Piculs ..	.. 0 50	.. 80	..	..	.. 8 9	1,294	1,284 38	27,660
Glass ware ..	" ..	5 19	260	..	..	..	..	2,461 54	64,219
Glue ..	" ..	..	..	..	..	..	..	378 44	36,923
Grass cloth, coarse ..	" ..	67 23	6,723	..	..	..	..	68 39	37,844
" fine ..	" ..	10 91	3,273	..	..	..	..	4,062 32	20,517
Indigo, dried ..	" ..	344 87	15,519	..	..	..	..	53 90	132,804
Ivory ..	" ..	.. 57 35	.. 344	..	..	.. 3 78	.. 23	6,304 73	26,950
Langnans, dried ..	" ..	..	..	..	..	0 27	364	38 79	37,828
Opium, prepared ..	" ..	..	..	..	..	..	..	4,061 13	51,666
Paper, 1st quality ..	" ..	405 16	10,129	..	..	..	..	86,700 31	101,529
Sugar, brown ..	" ..	4,562 32	17,109	..	..	708 60	2,657	15,757 86	325,125
" candy ..	" ..	965 25	7,239	..	..	..	..	45,042 82	118,183
" white ..	" ..	1,285 48	7,392	..	..	..	..	13,019 93	258,996
Tobacco, prepared ..	" ..	279 5	5,581	..	..	..	..	..	260,398
Sundries ..	" ..	..	34,891	..	257	..	47,386	..	576,340
Total ..	..	..	162,519	..	257	..	122,145	..	3,428,804

Total value of Chinese produce exported to Chinese ports 3,428,804 dollars, at 4s. 4½d. per dollar, equal to 753,622l. 10s. 11d.

British Consulate, Canton, March 31, 1869.

D. B. ROBERTSON, *Consul.*

Classifier of Quantity.	1863.		1864.		1865.		1866.		1867.		1868.	
	Piculs	Dollars.	Piculs	Dollars.	Piculs	Dollars.	Piculs	Dollars.	Piculs	Dollars.	Piculs	Dollars.
Amber	...	159	...	41,484	...	158	...	46,932	...	278	...	41,049
Birds' nests, 1st quality	...	10	...	26,790	...	9	...	14,775	...	8	...	21,405
" 2nd	...	72	...	106,105	...	69	...	104,175	...	52	...	68,591
" 3rd	...	228	...	21,100	...	182	...	17,328	...	195	...	18,059
Codfish	...	415	...	46,947	...	117	...	9,954	...	126	...	69,765
Cotton, Indian	...	488	...	10,092	...	48,000	...	1,132,015	...	236,866	...	5,089,912
" native	...	25,480	...	531,553	...	84,120	...	853,347	...	14,337	...	247,213
" yarn	...	14,800	...	1,106,200	...	13,806	...	1,037,310	...	18,741	...	4,559,912
" dyed, figured, and plain	...	20,100	...	85,892	...	12,806	...	783,663	...	18,741	...	3,017
" drills, grey	...	2,196	...	15,391	...	9,148	...	74,680	...	11,715	...	109,862
" damasks	...	3,000	...	29,443	...	3,889	...	46,640	...	11,715	...	13,053,317
" handkerchiefs	...	97,121	...	32,763	...	1,003	...	8,831	...	910	...	31,626
" printed and fancy	...	15,812	...	41,048	...	27,084	...	20,566	...	38,118	...	31,308
" shirtings, grey	...	48,829	...	195,455	...	6,193	...	36,711	...	13,938	...	6,703
" white	...	44,695	...	132,876	...	79,263	...	294,195	...	35,180	...	36,958
" T-cloth, 24 yards	...	28,862	...	76,623	...	53,993	...	47,160	...	112,278	...	84,463
" 36 "	...	6,055	...	24,262	...	29,355	...	131,569	...	56,817	...	178,861
Ginseng, American	...	2,647	...	355,783	...	...	...	...	...	71,171	...	204,196
Metals, lead	...	60,655	...	468,270	...	...	...	...	...	...	...	108,884
" nail, rod, and bar iron	...	29,991	...	84,321	...	...	...	...	...	...	...	191,639
" quicksilver	...	4,054	...	269,937	...	15,854	...	156,138	...	14,834	...	21,797
Nankens	...	11,735	...	922,274	...	4,092	...	7,578	...	108	...	173,921
Opium, Malwa	...	1,774	...	1,193,655	...	8,460	...	63,993	...	653	...	90,862
" Patna	...	2,035	...	1,096,579	...	1,336	...	1,144,709	...	16,335	...	14,416
" Peas	...	59,857	...	156,203	...	1,007,921	...	1,428,751	...	1,233	...	964,522
" Rice	...	20,218	...	42,455	...	1,041	...	943,736	...	878	...	253,614
Sandal wood	...	7,465	...	465,242	...	67,020	...	44,523	...	42,493	...	246,142
Silk, raw	...	83	...	40,590	...	65,198	...	134,779	...	10,750	...	59,464
Silk piece goods	...	450	...	449,816	...	38	...	7,542	...	5	...	...
Woolen manufactures—	...	...	...	...	...	132	...	90,146	...	143	...	...
Camlets, English	...	4,331	...	83,593	...	543	...	587,614	...	696	...	49,011
" Dutch	...	697	...	19,661	...	182	...	61,191	...	674	...	627,211
Flannels and woollens	...	352	...	7,094	...	408	...	3,594	...	3,973	...	57,592
Habit and medium cloth	...	1,496	...	66,014	...	405	...	16,230	...	971	...	10,951
Lastings	...	4,641	...	74,785	...	3,566	...	7,437	...	1,083	...	7,386
Long ellis	...	11,863	...	106,143	...	196,180	...	138,150	...	3,976	...	126,446
Spanish stripes	...	7,403	...	141,333	...	67,040	...	2,763	...	3,005	...	3,767
Woolen and cotton mixtures	...	5,769	...	39,512	...	5,689	...	47,345	...	6,200	...	38,339
Wool	...	415	...	5,681	...	112,195	...	116,766	...	6,509	...	48,402
	...	...	...	...	...	16,490	...	5,988	...	13,671	...	108,457
	...	...	...	...	...	3,577	...	52,712	...	9,947	...	107,556
	...	...	...	...	...	277	...	8,288	...	555	...	10,599

N.B.—The above Statement includes Imports both from Foreign Countries and from Native Ports.

British Consulate, Canton, March 31, 1869.

(Signed)

D. B. ROBERTSON, Consul.

(No. 8.)—COMPARATIVE STATEMENT of some of the Principal Articles of Export, for the years 1863 to 1868, inclusive.

Description of Articles.	Classifier of Quantity.	1863.		1864.		1865.		1866.		1867.		1868.	
		Dollars.	Piculs.	Dollars.	Piculs.	Dollars.	Piculs.	Dollars.	Piculs.	Dollars.	Piculs.	Dollars.	Piculs.
Brass buttons	...	2,047	...	273,334	3,990	389,120	4,075	366,711	3,525	317,209	3,177	285,944	3,177
Cassia lignea	...	8,374	189,175	238,872	23,514	398,776	23,960	455,113	24,660	440,885	36,055	721,098	36,055
China-ware	...	1,843	69,000	89,035	2,209	88,365	2,490	88,769	1,995	74,202	2,006	71,548	2,006
Crackers, fireworks	...	4,738	45,014	107,472	20,304	203,044	24,474	243,747	14,961	149,610	19,886	198,821	19,886
Grass cloth	...	383	63,200	89,204	337	87,600	1,175	203,423	568	93,568	540	77,725	540
Indigo, dry	...	3,502	85,800	72,424	2,535	66,715	3,182	90,641	3,387	152,415	4,286	192,865	4,286
Ivory-ware	...	84	55,600	83,244	147	92,099	66	42,266	67	38,551	98	57,638	98
Lacquered-ware	...	600	34,000	771	30,894	751	30,050	688	27,534	92,063	567	23,670	567
Matting	...	24,994	112,400	159,564	59,730	313,581	89,908	539,431	91,161	501,386	71,049	461,419	71,049
Musk	...	4,540	61,160	54,090	6,308	33,250	3	30,470	19,064	29,145	3	32,942	3
Preserves	...	202	8,700	79,590	7,335	95,566	326	102,844	9,259	132,705	7,472	92,189	7,472
Rhubarb	...	5,684	2,415,700	1,215,017	2,859	4,389,105	9,258	41,371	948	72,810	1,040	77,979	1,040
Silk, raw and thrown	...	3,912	377,600	339,890	5,043	504,978	5,686	5,103,563	9,272	4,951,311	11,683	5,845,332	11,683
" wild, raw	...	4,369	3,496,500	3,318,951	3,363	2,720,048	3,997	3,197,932	5,343	678,616	6,536	914,995	6,536
" piece goods	...	442	300,800	539,573	777	544,369	624	483,241	4,592	3,403,485	4,111	3,002,943	4,111
" ribbons and sashes	...	142	42,500	38,503	130	38,158	140	49,054	199	54,431	240	64,952	240
" and cotton mixture	...	41,000	260,000	391,886	90,391	637,669	131,574	891,683	215,636	1,270,327	149,178	713,544	149,178
Sugar	...	135,348	4,131,000	2,584,033	90,093	3,057,687	74,815	2,544,468	88,978	2,343,224	85,916	2,341,239	85,916
Tea, black...	...	48,000	1,544,000	774,380	22,551	977,003	9,295	571,810	14,677	492,051	10,581	390,969	10,581
" green	...	960	65,800	103,380	1,691	52,608	230	14,081	37	5,167	59	4,118	59
Vermilion...	...	...	...	...	...	...	...	...	...	...	...	...	...

N.B.—The above Statement includes Exports both to Foreign Countries and to Native Ports.

British Consulate, Canton, March 31, 1869.

(Signed)

D. B. ROBERTSON, *Consul.*

No. 5.

Acting Consul Alabaster to Mr. Hammond.—(Received June 5.)

Sir, *Swatow, March 31, 1869.*

I HAVE the honour to inclose the Returns of Trade for the Port of Swatow, and my Report thereon.

I have, &c.
(Signed) CHAS. ALABASTER.

Inclosure in No. 5.

Report on the Trade of the Port of Swatow during the Year 1868.

THERE are two points of view from which to consider the Returns of Trade at this port; and it is necessary to distinguish between them to obtain a clear understanding of its nature and importance.

The one is, as showing the position of the port as a producing and consuming centre; and in this light the Returns fairly show its status.

The other, as showing the trade in foreign hands; and in this they are most fallacious, as although they truly enough show the amount of exports and imports in foreign bottoms, they make no distinction between foreign and Chinese exporters and importers.

By the Returns, Swatow was last year seventh in importance of the ports open to foreign trade; but it would be much lower in the list if the number of Europeans locally employed, and the profits realized by them, were considered. Nor is this to be wondered at in view of the peculiar disadvantages under which foreigners here labour, from the proximity of the free port of Hong Kong.

Were a system of bonded warehouses instituted, merchants established here might import their goods, and, by putting the saving in charges against the disadvantages of a more limited market, do so with some hope of success; but the necessity of paying the duties immediately on arrival of the goods, effectually prevents provision being made for more than immediate wants, and this can only be done through Hong Kong.

The foreign merchants have, therefore, in great measure, sunk to the position of mere commission agents, and in this position their Chinese rivals are able to compete successfully with them—

First, in having much better local information, which as natives of the place they are naturally able to obtain;

Secondly, in the far greater economy of their establishments;

Thirdly, in the protection afforded them by the combination and monopolies existing, the natives in all cases combining to prevent undue competition; and,

Fourthly, in the difficulty the foreigner experiences in obtaining due satisfaction of his just claims, the Chinese creditors being generally able to obtain settlement of debts owing to him through the Guilds or Mandarins, the foreigner rarely, if ever.

This last grievance is common, I believe, to all ports, more or less; but I have never found such great difficulty in obtaining from the Mandarins the justice they are bound by Treaty to render, as I have done here, owing to the slight authority exercised by them in the surrounding districts in which their power is really scarcely more than nominal. In cases between Chinese they can put on certain pressure by appearing as arbitrators, and appealing to the sense of justice of the people; but when a foreigner is concerned, the villagers among whom the debtor has taken

refuge, are always convinced that their countryman is in the right; and there is no force existing to make them listen to reason.

Were the Central Government held responsible for debts which the impotence of their subordinates renders impossible of recovery, and the amounts decided by a Mixed Court, or otherwise to be justly due from solvent debtors, deducted from the duties, energetic steps might be taken by the Peking Government to reduce the country to a state of order; but without Imperial assistance the local authorities are unable to effect anything.

The other matters affecting the trade of the port, in which it is to be hoped future years will see progress made are :—

The foreign Custom-house; communication with the interior; the advance system with regard to exports; the credit system with regard to imports; the institution of municipal authority; the development of new branches of trade; the establishment of a railway or at least steam communication with Chao-chow-foo and the neighbouring cities; and the opening of the coal-fields in the neighbourhood.

These I shall briefly notice in their order, although it is impossible in the compass of a Trade Report to enter fully into them.

Foreign Custom-house.

The foreign Custom-house under the present organization has hitherto worked disadvantageously to the foreign trade at this port, but it becomes yearly less injurious to it, and it is to be hoped may, with enlarged scope and power, eventually prove as great a benefit as it has hitherto proved an injury.

Before its establishment here, foreign goods were freely introduced by the foreigners already established at Double Island on payment of the local duties, which amounted to about one-half of those laid down in the Tariff; but on the port of Swatow being formally opened in 1860, the Tariff naturally came into force, and goods became liable to the duties laid down therein, in addition to those locally leviable. For the foreign Custom-house, although powerful in exacting payment of its rights, was powerless to obtain the remission of the demands of the local authorities. Nor were these latter without plausible reasons for the continuance of their levies; the local expenses of the Government had to be met, and as the foreign Customs revenue was remitted in its entirety to Canton, the mandarins would have been without the means of carrying on their duties if they gave up the source from which, in great measure, they derived their funds. And in another way the foreign Customs acted injuriously to foreign trade in that, able to prevent foreign vessels importing goods elsewhere than at Swatow, they had no power to interfere with Chinese importers at the neighbouring ports; and the European merchant, who had to pay tariff and local rates, found himself competed with in the market by native merchants who, importing their goods at an equally convenient port ten miles less distant, had paid local rates only. But for piracy, which threw the main carrying trade into foreign bottoms, the trade of Swatow would have been ruined.

And in a third way the Custom-house equally innocently threw difficulties in the way of foreigners. The local traders found on the establishment of the foreign Customs that much of their trade was diverted by its action to neighbouring ports, and were themselves called on to pay duties from which they had hitherto been exempt; they naturally felt irritation at the institution, and confounding it and foreigners generally, an inimical feeling against foreigners sprung up which has not even yet entirely died away.

On the other hand, if the Chinese Government should place the whole Customs service in China under the foreign Inspectorate, and fairly apportion the proceeds to the local and Imperial Exchequers, the clearness, fairness, and equality of the system will prove of the greatest advantage to the foreign merchant as when its present undue costliness is diminished it will also to the Government. Even in the present state of the system the returns published by it are a boon which can scarcely be overvalued.

Communication with the Interior.

In this great progress has already been made: eight years ago foreigners were cooped up at Double Island and unable to land at Swatow even with safety, the mandarins and compradores combining to excite angry mobs to check every attempt to penetrate into the country.

By degrees, chiefly owing to the energy of one of the merchants, a footing was obtained at Swatow, and the whole foreign community is now settled there.

In the course of years, and as the result of various gun-boat expeditions, it became safe for foreigners to go wherever it was apparent that a vessel of war could come within a couple of thousand yards, and this year foreigners have been able to go as far as Kia-ying-chow, some eighty miles in the interior. Missionaries go freely to all the cities in the neighbourhood except Tinghai or Chenhai, in the immediate vicinity, where persistent hostility is still manifested; and shooting, picnic, and exploring parties are treated with courtesy where, a few years ago, it was unsafe for them to pass. A few piratical villages remain to be brought to terms, and then the country will be as thoroughly open as any of the northern provinces.

The opening of Chao-chow-foo has in a great measure contributed to this; for although the notification of its being open to foreign trade and residence appeared only in December, it was practically open by the establishment of a Consulate and an agency of an English firm there many months before, and mandarins, seeing that we were determined to go, and the people seeing that going we did them no hurt, the opposition to foreigners in the Department has almost ceased.

The city of Chao-chow-foo, now open to trade, is a prefectural city of large size and thickly populated, but does not show the evidences of wealth or commercial activity visible in many cities of the north; the shops are for the most part small, and although there are fine stone buildings, the Fengshui superstition against high buildings prevents their being effective.

The great present advantage accruing to foreigners from the opening of the city is the means it affords of evading the lekin tax on opium, there being no office for its collection there, and the foreigner who, by the formal opening of the port, is able to take his goods there on simple payment of the import duty, is able to sell his drug without further demand on him or his customers, a gain of 10 taels per chest and a certain saving in foreign goods, which are no longer subjected to the local duties existing there in addition to the Tariff duties.

But the prospective advantages are far greater in that it may lead to foreigners getting a share in the trade from which they have been hitherto excluded. A powerful combination of brokers supported by the mandarins has kept the trade at Swatow in their hands. Consumers have been forced to buy and producers to sell through them, and the resident merchants have struggled in vain against them; but at Chao-chow-foo the combination does not yet exist, and the foreign merchant has an opportunity of forming a connection there without any organized opposition, and the cherished dream of the Treaties, the bringing the consumer

and importer, the exporter and producer, into direct communication, may perhaps now be realized.

It will also have the indirect advantage of enabling the mandarins to obtain some real power in the country intervening between the city and Swatow, which with the support of foreigners they will probably be able to do.

Development of New Branches of Trade.

And it may be hoped that it will lead to the development of new branches of trade. Some of the tea districts are easily accessible from the city, and the tea at present exported through the Chinese port of Chenlin will probably in a year or two find its way to Swatow. Coal mines have been discovered in the neighbourhood, and a manufacture of a peculiar kind of matting, discovered in consequence of the opening of the city, is likely to form a considerable article of export. The Chinese rarely initiate new branches of trade, and it is only by free access to the interior that foreigners can obtain information of undeveloped facilities and new articles of commerce.

The Credit System with regard to Imports.

But there is great need of reform in the present system of trade, which is ruinous to the foreigner, the importer invariably selling on credit, and the exporter buying under advance. So long as the importer only sells to brokers, who require time to dispose of the lots and recover the amounts from the dealers, there is a reason for credit being allowed; but foreigners have unwisely allowed the system to be extended even to petty transactions, and the dealers, when they come to the foreign warehouses for small quantities, demand their two or three months' credit as if they were purchasing large lots. Nor, unless the importers combine to refuse credit except in large transactions, is there any apparent remedy; unless, indeed, it were possible to obtain the establishment of a Chinese discounting agency, at which the credit notes could be cashed at once by the foreigner; and this has been done to my knowledge at other ports, and may, perhaps, by-and-bye, be done here, and the foreigner would then have ample protection; the real price he obtained for his goods would be less than the nominal one, but the risk and uncertainty of the present system would cease.

The Advance System with regard to Exports.

For the advance system with regard to exports I see no present remedy; the sugar has to be collected from a number of small cultivators, and the risk to a foreigner is probably less in making an advance to a contractor than if he attempted to send his own agents up-country to buy; but if, as there seems a possibility, Swatow sugar finds a sale in other markets than those of China, it may lead to the formation of dépôts here at which the exporter can supply his wants without the objectionable necessity of a never-fully-carried-out contract, and an uncertain-of-return advance.

Institution of Municipal Authority.

As regards the institution of municipal authority at Swatow, there can be no doubt in the mind of any one who has passed through its inconvenient and ill-smelling streets, of the necessity of the institution of some authority which, in the further spread of the town, will avoid the present tortuous, latrine-encumbered, mud-immersed streets, that will effectually stop the conflicts of rival families which ever and again turn it into a battle-field, which will construct jetties accessible at low as well as highwater, and make passage from one part of the town to the other safe and easy at all times, instead of as now frequently a matter of great peril and difficulty.

Institution of a Railway.

Of the advantages to accrue from this there can be no doubt, and as the country offers no insuperable difficulties, notwithstanding the turbulent disposition of the people, there seems some possibility of obtaining the concession from the authorities when they are shown the ready means it will afford of bringing the country into subjection.

The Returns show the year to have been a bad one as compared to 1867, notwithstanding the large increase in the export trade, chiefly owing to the falling-off of the chief articles of import—opium and beancake.

The falling off in opium has been owing to the importation at lower than Tariff rates having during the last year been permitted at the neighbouring Chinese ports, and to the amount smuggled into the market overland from Hong Kong, the local authorities shutting their eyes to the loss to the Imperial Exchequer in view of the gain to the local revenues, and the Swatow merchants suffering. When I arrived here in September opium imported in Swatow was paying exactly twice what it could be legally imported at fifteen miles off, and the grievance is not yet entirely redressed; although no lekin has been actually collected on foreign-owned opium since then, and the rates levied at the neighbouring ports have been raised, the falling-off would have, indeed, been greater but for the opening of Chao-chow-foo in the latter, and some speculations to support the credit of a falling house in the former part of the year.

The falling-off in bean-cake is owing to the large and unprofitable sugar crop, an enormous export having found overstocked markets, and such low rates having ruled that the planters have been unable to afford the purchase of this expensive fertilizer, or in many cases having planted other crops instead of canes.

Textile fabrics show an increase, and in future years, as the country round becomes more civilized, the demand will become even greater. At present the country people follow their agricultural pursuits, and carry on their recreations in the way of clan fights in the state of Adam before the fall, merely donning their short trousers and scanty jackets on their return to the domestic hearth; but a change is taking place even now, and a clothed husbandman is becoming a far more common sight than in past years. It is useful, however, to remark the disproportion between the import of manufactured goods and that of cotton and cotton yarn, and a remedy should be sought; much of the cotton is used in quilting, but it is strange that the people should prefer to import foreign yarn than the already manufactured cloth, and can only be that our goods are either from size or texture unsuitable for their purposes, as the cost of hand manufacture must necessarily exceed that by machinery. So far as I can learn it is the want of durability that is objected to more than the form, and the probable reason is that the best chops of foreign goods rarely find their way here, from the nature of the trade, by which the importers here depend on what is sent them for sale on commission, instead of keeping a constant supply of the quality of goods likely when known to command a constant sale, the people being slow to adopt novelties, and good brands when sent not finding immediate appreciation of their excellencies, the port has gradually got to being supplied with goods which do not readily find a market elsewhere. Beyond this I know no feature of the import trade requiring special notice. Guano is gradually becoming an object of demand, and although not yet generally taken it may probably in a few years figure more importantly than it does now; and I trust also to see foreign clocks, watches, lamps, glass-ware, and carpetings brought in more largely than at present. The people have a taste for luxury, and with

a little adaptation to their requirements there are many articles of foreign manufacture which would meet a ready sale ; and it is hoped that at the next Industrial Exhibition at home steps may be taken to procure musters of the things commonly in use in China, so that manufacturers at home may be able to see what it really is the Chinese want. As, for instance, table-covers : it is no use sending out table-covers that do not suit the tables universally in use in China, but there is no doubt that if the Chinese shape and size were followed, the foreign article so superior in beauty would be almost universally adopted. If rugs too, of a size to fit the Chinese kang were sent out they would be eagerly bought up ; indeed, the Chinese are not too bigoted to use any foreign article if it answers their ends as well, and proves as cheap as the native manufacture.

The Export Returns show a large increase in the export of sugar, and an increasing export of tea. The first is the staple of the port, canes being planted for miles, and the raw sugar roughly manufactured by every peasant. Up till now the chief and almost only market has been the north of China, and the Chinese are, by their greater facilities for buying here and selling in the northern ports, the chief sharers in the profits of the trade ; indeed, a foreigner only engages in it at great risk, for he has to purchase through dishonest agents from the cultivators, and to make advances on the feeble security of their word, and consequently can rarely trust to seeing his contracts fulfilled, unless it happens that it is profitable to the contractor to do so ; there seems to be some hope, however, of the sugar finding a sale in Europe, and if the Corea be opened there will be another market there, which will lead to depôts being formed at Swatow, the foreign merchant will be able to buy and avoid the necessity of contracts and advances.

Much requires to be done in the introduction of machinery, but the port is scarcely ripe for foreigners to take the manufacture into their own hands, and it would not pay small proprietors to vary their present rude system of manufacture. As we advance, however, in the country, the experiment will probably be tried, and, once established, the new system of manufacture will spread rapidly, but this is still a thing of the future ; certain improvements are, however, being introduced, and next season will see the manufacture of sugar candy inaugurated.

Tea is a new article of export, and labours under great difficulties at present, being exported from a neighbouring Chinese port in lorchas at one-quarter the duty it pays here ; this, however, has been brought to the notice of the authorities, and, although of somewhat coarse quality, the leaf suits the American market and may come eventually an important element in the Swatow trade.

Paper is an important article of trade, but chiefly in Chinese hands : the opening of Chao-chow-foo may probably, however, lead to foreigners being enabled to obtain a share of the profits—the city being the headquarters of the manufacture.

The Shipping Returns show a decrease, owing to the small demand for bean-cake ; the conveyance of this bulky article with the passenger trade to the Straits forming the chief support of the vessels trading here. They show also that the British flag monopolizes a goodly share of the carrying trade, notwithstanding the complaints made by captains and owners that British vessels are subjected to vexatious restrictions from which other vessels are free.

In one matter they certainly have good ground for complaint, in that while British vessels are not allowed to carry more than one passenger to every two tons capacity, foreign vessels are allowed to carry three to every two tons.

This is a great grievance, as it naturally throws all the passenger trade into the hands of foreign vessels, and as some 20,000 or 30,000 passengers go down to Singapore annually the loss is considerable.

A remedy is, however, looked for in the proposed reduction by the Customs of their too liberal allowance, and the substitution of a rule permitting ships to carry one per ton only; and if the local Act lately passed at Singapore become law here as well as in the Colony, British ships will be in a position to get their fair share of the trade. It is no use prohibiting vessels bringing more than the number of passengers allowed by the Act to Singapore, as the restriction is easily evaded by vessels landing their living freight before entering the port.

For the other grievances I see no remedy: a foreign captain gets rid of his crew when others are to be got more cheaply, or he desires to supply their place with natives without difficulty,—the men being left, if they cannot get employment, to starvation or the charity of the community; but a British captain in discharging his men only shifts the expense of their maintenance on the ratepayers at home, and is naturally refused the facilities given his foreign brethren.

The Duties Returns show 12,800 taels collected during the year as tonnage dues; but there is little to be shown on the side of what the Chinese Government have done towards the fulfilment of their duties in the administration of these funds. A harbour-master, who was scarcely required, has, indeed, been appointed this year, and the superintendence of the pilots of the port has been assumed by him, but it is still impossible to land as at low water, for want of a few hundred dollars being expended on the Customs jetty. No steps are even talked of as being taken towards the establishment of a light urgently called for on one of the points near, and it seems hopeless to ask for the laying down of half-a-dozen buoys by which the necessity for pilots at all might be avoided.

In conclusion, I have a word to say regarding the English, or rather Scotch, Mission established here, as its progress and prosperity are largely, although indirectly, bound up with our commercial interests. Established some ten years ago, its agent, Mr. Smith, even then, notwithstanding the irritation against foreigners, maintained his position at Swatow, and the mission stations have since spread to all the districts round, and at great personal risk the footing of the Mission has gradually been made good. Nor has this been done by constant appeal to a protecting gun-boat; the Consul and the authorities have from time to time been called on to extend protection, but it has ever been rather to prevent recurrence of violence than to obtain redress,—the missionaries seeking but the opportunity of being heard rather than obtaining the punishment of those who, rather from ignorance than anything else, had offered them insult or injury. By these means they have in many places obtained the good feeling of the people, who, led away by inconsiderate excitement, naturally expected to suffer the consequences of their violence, and in many of their chapels they are far more secure than they would have been had an army marched in to exact satisfaction for the opposition offered to their entry. And in another way they have obtained powerful support, in their careful abstaining from interference in the temporal concerns of their converts; for although had they always been ready to take up the case of a professing Christian with the Consuls and authorities, they would probably have numbered many more nominal converts, they would have had no security for the sincerity of their followers, and would have been regarded with jealousy and resentment by the mandarins, instead of, as at present, with toleration and even friendship. From two labourers their number has been increased to four, and while one is always present at the hospital and

head-quarters in Swatow, the others visit the out-stations and make tours through the country, preaching and distributing bibles and tracts; and although it is impossible to rightly estimate the extent of their work by a statement of the number of their chapels and congregations, its effects can be and are felt by the community generally in the spread of the good report of foreigners, and the accustoming of the people to them in a favourable light in places heretofore inaccessible to us, and which, had less judicious agents visited them first, might still have remained closed to us. So long as the missionaries devote themselves to the preaching of the Gospel they must succeed, and the merchant, the traveller, and the official will always find the way smoother before him where an honest missionary has gone before.

(Signed)

CHAS. ALABASTER.

TABLE showing the Import of Raw Cotton, Cotton Yarn, and Textile Manufactures during the Year 1868.

Description of Goods.	Classifier of Quantity.	From Foreign Ports.		From Chinese Ports.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Cotton piece goods—			Dollars.		Dollars.		Dollars.
Shirts, plain grey	Pieces ...	84,669	275,174	500	1,725	85,169	276,899
Shirts, white	... ..	17,323	77,953	...	...	17,323	77,953
Shirts, dyed	... ..	1,017	4,576	...	...	1,017	4,576
T. cloths	... ..	49,955	124,887	...	...	49,955	124,887
Shirts, spots, and brocades dyed	... ..	1,722	7,749	...	...	1,722	7,749
Drills, American	... ..	6,234	31,170	...	...	6,234	31,170
Sheetings	... ..	160	720	...	...	160	720
Chintzes	... ..	1,056	2,323	...	...	1,056	2,323
Turkey red cloths	... ..	4,193	14,255	...	...	4,193	14,255
Damasks, dyed	... ..	183	933	...	...	183	933
Velvets	... ..	631	5,048	...	...	631	5,048
Muslins	... ..	144	345	...	...	144	345
Handkerchiefs	Dozens ...	646	387	...	...	646	387
Cotton yarn	Piculs ...	9,453	378,120	...	...	9,453	378,120
Woolen goods—							
Blankets	Pieces ...	40	120	...	...	40	120
Buntings	... ..	239	2,868	...	...	239	2,868
Camlets, English	... ..	3,125	59,375	...	...	3,125	59,375
Camlets, Dutch	... ..	169	5,070	...	...	169	5,070
Camlets, Imitation	... ..	40	240	...	...	40	240
Cloth, medium	... ..	187	6,358	...	...	187	6,358
Spanish stripes	... ..	2,652	53,040	...	...	2,652	53,040
Flannels	... ..	49	1,029	...	...	49	1,029
Lastings	... ..	1,231	21,542	...	...	1,231	21,542
Long ells	... ..	2,778	27,780	...	...	2,778	27,780
Woolen and cotton mixtures	... ..	1,446	8,476	...	...	1,446	8,476
Lincens	... ..	14	182	...	...	14	182
Linen and cotton mixtures	... ..	962	7,696	...	...	962	7,696
Canvas	... ..	47	376	...	...	47	376
Cotton, Bengal	Piculs ...	21,635	432,700	...	...	21,635	432,700
Cotton, Bombay	... ..	14,763	324,786	...	...	14,763	324,786
Cotton, Rangoon	... ..	637	17,199	...	...	637	17,199
Silk, yellow	... ..	8	1,760	...	...	8	1,760
Silk, raw	... ..	11	3,300	...	...	11	3,300
Silk, yellow	... ..	4	960	...	...	4	960
piece goods, fine	... ..	20	12,400	45	27,900	65	40,300
piece goods, coarse	... ..	1	160	53	8,480	54	8,640
and cotton mixture	Catties ...	...	...	50	90	50	90
thread	Piculs ...	3	840	3	840	6	1,680
Cotton, raw	... ..	68	1,564	15,464	355,672	15,532	357,236
Carpets	Pieces ...	...	...	30	70	30	70
Woolen collars	... ..	...	...	2,040	204	2,040	204
Cotton clothing	Piculs ...	1	100	...	...	1	100
raggs	... ..	...	...	144	302	144	302
thread	... ..	85	6,800	...	...	85	6,800
yarn	... ..	...	...	1	30	1	30
nankeens	... ..	33	1,650	798	39,900	831	41,550
Woolen, native	Pieces ...	...	...	8,871	15,080	8,871	15,080
Total	...	...	1,922,011	...	450,293	...	2,372,304

TABLE showing the Amount of Bean-cakes Imported at Swatow during the Years 1866, 1867, 1868.

From.				1866.	1867.	1868.
Newchwang..	..	..	Piculs	623,658	729,207	133,599
Che-foo ..	..	..	"	570,948	569,041	388,676
Shanghai ..	..	..	"	96,944	9,905	104,022
Amoy ..	..	..	"	..	..	8,155
Total ..	..	..	"	1,291,550	1,308,153	634,452

TABLE showing Amount of Sugar Exported from Swatow during the Years 1866, 1867, 1868.

Ports.	Brown Sugar.			White Sugar.			Sugar Candy.		
	1866.	1867.	1868.	1866.	1867.	1867.	1866.	1867.	1868.
Hong Kong ... Piculs	...	...	701	...	764	3,309	...	...	...
Singapore...	2,028	2,123	2,255	...	...	...	...	...	...
Cochin China ...	...	564	7	...	...	...	...	...	...
Japan ...	...	...	9,709	12,062	14,123	17,769	...	...	...
Great Britain ...	...	...	18,545	...	...	...	...	...	...
Newchwang ...	6,667	16,468	13,649	9,575	11,370	20,196	5	47	7
Tien-tsin ...	45,294	29,396	44,956	76,905	67,164	67,699	270	189	125
Che-foo ...	32,127	24,970	43,707	43,533	36,119	78,356	...	...	40
Shanghai ...	259,902	273,123	271,602	229,009	183,098	212,883	101	50	126
Ningpo ...	20,814	9,506	6,558	668	2,333	3,551	...	...	...
Foo-chow ...	129	301	...	2,507	1,681	169	...	10	...
Amoy ...	39	...	...	...	...	...	...	...	...
Total ...	367,000	356,451	411,689	374,269	316,652	403,932	376	296	298

TABLE showing the Number and Tonnage of Vessels Entered and Cleared, of each Nationality, in 1867 and 1868.

ENTERED INWARDS.

Flags.	With Cargo.				In Ballast.				Total.			
	1867.		1868.		1867.		1868.		1867.		1868.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
British steamers	157	81,430.	132	67,832	37	17,857	24	12,535	194	99,287	156	80,367
" sailing vessels	114	48,685	81	31,082	22	709	2	633	116	49,394	83	31,715
American steamers	3	2,220	1	740	1	740			4	2,960	1	740
" sailing vessels	8	3,345	10	5,168			3	1,609	8	3,345	13	6,277
North German steamers			1	648							1	648
" sailing vessels	116	37,648	59	19,713	7	2,274	8	2,418	123	39,922	67	22,131
French	8	2,758	6	1,954					8	2,758	6	1,954
Danish	2	562	1	304					2	562	1	304
Dutch	13	5,599	5	1,534			1	175	13	5,599	6	1,709
Norwegian	5	1,423							5	1,423		
Russian			1	247							1	247
Siamese	6	2,905	3	1,279					6	2,905	3	1,279
Spanish	2	360	1	274					2	360	1	274
Swedish	2	354	1	403					2	354	1	403
Total	436	187,289	302	131,178	47	21,580	38	16,870	483	208,569	340	148,048

TABLE showing the Amount of Duties levied at the Port of Swatow, during 1867-68.

	1867.				1868.			
	Taels	M.	C.	C.	Taels	M.	C.	C.
Import duties	54,129	3	0	2	58,859	1	6	0
" opium	167,534	1	0	0	128,271	3	0	0
Export duties	130,750	7	2	8	154,546	3	9	8
Coast trade duties	52,210	1	9	2	26,536	0	3	0
Tonnage dues	16,238	8	2	3	12,800	1	0	0
Transit dues	..	..	..	..	12	0	7	4
Total	420,863	1	4	5	381,025	0	6	2

TABLE showing the Amount of Treasure and Copper Cash Imported and Exported from and to all Ports.

Import.			Export.		
From	Dollars.	Copper Cash.	To	Dollars.	Copper Cash.
Hong Kong ..	98,090	2,270,500	Hong Kong ..	2,228,449	..
Amoy ..	21,661	..	Amoy ..	8,850	..
Foo-chow ..	11,337	..	Foo-chow ..	179,332	..
Shanghai ..	481,200	..			
Che-foo ..	53,400	..			
Tien-tsin ..	331,900	..			
Total ..	997,588	2,270,500	Total ..	2,416,631	..

No. 6.

Consul Markham to the Earl of Clarendon.—(Received June 5.)

My Lord,

Che-foo, March 12, 1869.

I HAVE the honour to inclose a copy of my Report to his Excellency Sir R. Alcock, Her Britannic Majesty's Minister at Peking, on the trade of this port for the year 1868, covering the inclosed copies of the Returns of Trade.

I have, &c.

(Signed) J. MARKHAM.

Inclosure in No. 6.

Consul Markham to Sir R. Alcock.

Sir,

Che-foo, March 12, 1869.

I HAVE the honour to forward the Returns of Trade at this port for the year 1868, and am happy to be able to report most favourably thereon. A decided increase is shown in all the principal articles of import; but the chief feature in the trade is the great increase in the importation of English manufactured cotton and woollen goods.

The quantity of cotton goods imported in 1868, was nearly 900,000 pieces, while the total imports of the same article in 1867, was about 330,000. The increase since the year 1864, has been steady, but the great jump of over 500,000 pieces this year is most marked.

The question that naturally suggests itself is, whether such a sudden expansion of trade is the result of a transitory cause, or is it based on a legitimate development of the use of English woven cotton cloths by the Chinese of this province? Considering that Che-foo is the port of entry for a commercial system that enumerates over 50,000,000 of human beings as its constituents for the means of being clothed, the consumption of 1868 does not seem at all disproportionate; and it might be presumed that such a vast mass of people would consume still more largely English manufactures, provided they found it more economical to do so than to buy native woven cloths. The fact of the Chinese drawing such large supplies of foreign cotton goods through Che-foo, would be presumptive evidence that such goods stood them in at a lower price than their own fabrics.

In this case, however, no such theoretical investigation is required to bring out the truth. The fact is evident that Chinese manufactures during 1868 have not been able to compete against the moderate prices at which English cotton cloths have been sold. The equivalent weight of Chinese cotton cloths represented by a piece of $8\frac{1}{2}$ lbs. grey shirting could not have been produced this year under 3 taels 30 mace, whereas the English cotton cloths have been sold at an average of 2 taels 20 mace, or at two-thirds of what a Chinaman would have had to pay for the cloth woven in his own country. Nor is this a very exceptional state of affairs, nor likely to turn adversely to the continued consumption of large quantities of English goods. The calculation of the comparative cost of English and Chinese cotton goods is based on the price of cotton being this year 15 taels a-picul; and in order to enable the Chinese weavers to compete with the product of English looms, the price of the raw material ought to fall to 10 taels a-picul, which would be below the average value of cotton in the north of China. There seems, therefore, solid ground for concluding that the increased trade of cotton goods in 1868 is a legitimate expansion of the use of English cotton cloths in this part of China, and that a still further increase of consumption may be confidently expected.

The direct trade from Great Britain has now a permanent footing at this port; and the credit of forming it is due entirely to the firm of Fergusson and Co., British merchants, who have been established here since the opening of the port, and whose energy and perseverance in developing British commerce in North China is deserving of the highest praise. This year nine vessels have reported direct from England with cargoes of coal, metals, and piece goods. The result of importing direct from England has proved so satisfactory, that I hear other of the British firms have followed in the footsteps of Fergusson and Co. Goods by direct shipment are laid down here so much cheaper than if imported from Shanghai, the freight by steamer from the latter port being as great as that charged all the way from England, to say nothing of the additional insurance, &c. The arrival at one time of such quantities of goods it was thought would swamp the market; it is most satisfactory, therefore, to see that these anticipations have not been realized, and that that this part of China can absorb such a great quantity of English manufactures.

In woollens and woollen and cotton mixtures there also appears to be a large and steady increase. In 1865, 19,145 pieces were imported; in 1866, 12,873; in 1867, 30,843; in 1868, 50,096.

The import of raw cotton merits some notice here as it bears special reference to the consumption of cotton goods, and though the quantity imported is not of much consequence in itself it exhibits a proof that this province receives cotton or cotton goods for its clothing, and, consequently, the consumption of foreign cotton cloths is a legitimate requirement of the Shan-tung people. Before the civil war in America the import of cotton

here was nearly 50,000 piculs annually, besides very large quantities of Chinese woven cotton cloths: all this is an argument for the stability of British trade. The year 1868 saw 3,302 piculs of Chinese grown cotton imported into this province, being 3,000 piculs over the four previous years.

Needles and watches, both of which are supplied from Europe and taken in great quantities in the north of China, show a large increase over former years.

Metals.—Lead shows an increase over 1866 and 1867. The trade in English bar-iron is double what it was in 1864 and 1865, and far greater than in either 1866 or 1867. Nail rod-iron too shows a steady increase, and has this year reached 16,932 piculs, or 10,000 more than any other year.

Coal imported from England, Australia, and Japan, and consumed entirely by the foreign steamers trading between this, Shanghai, and Tientsin, and vessels of war calling here, has also increased over former years.

This exhausts the imports from Europe, and it is highly satisfactory to see such a steady demand for the products of the West increase so greatly at this port.

I shall now proceed to show how the import trade of Che-foo from Chinese and other ports has improved during the last year.

Opium, the first and most valuable article of commerce, shows an increase over last year of more than 1,000 chests; but as the war tax on the drug has been reduced considerably, it is but fair to surmise that it will reach a much higher figure this year.

The demand for sugar and paper seems to have increased, for they figure much higher than heretofore in the Import Returns, and this is significant of the general healthy tone of commerce here, inasmuch as these articles are the staples of the native import trade. Sugar is imported direct from Formosa, Swatow, and Amoy, where it is grown, and also from Hong Kong and Shanghai.

The import of rice has increased considerably during the last two years; but as this article is brought here solely for the use of the southern traders, it only shows that large numbers of these are attracted to Che-foo, and is, therefore, indicative of the expansion of commerce here. The natives of this province are not addicted to rice, their staple of food being bread made from maize and millet-seed. Only 200 piculs of rice were imported during 1865, and 350 the next year; but in the two succeeding years, 1867-68, 5,294 and 9,428 piculs were respectively imported, some part of which was re-exported to Tientsin.

The Returns show a large increase in the importation of steel, but I have ascertained that this quantity was brought from Hankow as a speculation, and is not yet sold. No doubt the use of foreign steel is on the increase, but the smith and metal-workers have not yet acquired the knowledge of using it properly.

Of other articles,—tobacco, wood-oil, betel-nuts, isinglass, preserves, turmeric, and seaweed from Japan and the Russian ports show an increase, while sapan wood and indigo do not compare favourably with last year.

The import of treasure during the last year amounted to 325,874 taels only.

Exports.—It is highly satisfactory to find that the exports have also increased over last year.

Silk is beginning to assume a very important feature in the export trade of this port. Nearly 300 piculs of yellow silk were shipped away in 1868, and nearly 900 piculs of silk piece-goods manufactured in the province were exported. These together would bring up the quantity of silk appearing in the trade of 1868 to an equivalent of about 1,500 bales.

The amount of silk piece goods exported in native junks is also considerable, this adding more to the quantity of silk produced here.

It is expected this year that a much greater business will be done in silk at this port than heretofore, and also that a trade in cocoons and silkworms' eggs will spring up. The Italian Government sent agents here last year, and I am told that their report was so satisfactory that it is the intention to send agents here at the commencement of the season to buy cocoons, &c. The wild silkworm is bred in large quantities by the country people of Shan-tung, and a great deal of wild silk is produced annually in this immediate neighbourhood, in the central part of the province, and in the vicinity of Tsi-nan-foo.

The silk cloth made from this wild silk is brought to this port for sale. It is thought possible (and there seems no reason to doubt it) that the wild silkworm may be acclimatized in Europe. The attention of the French Government also appears to have been drawn to this branch of industry. Che-foo can furnish the eggs of both the wild and the domestic silkworms.

The stuff made from the wild silk is used by the Chinese for summer clothing, and is very strong and wears extremely well.

The export of peas has fallen off in 1868. The total quantity figures for 318,201 piculs, whereas in 1867 it was 418,016 piculs. This has been caused by a cessation of demand for peas at Canton. Until last year the province of Kwang-tung seems not to have recovered from the uncultivation of land. Now report says that the province can supply its own wants.

With bean-cake the reverse seems taking place. The exports in 1868 being 630,206 piculs, whereas in 1867 they were only 390,804 piculs. The year in which the maximum export of bean-cakes was attained is 1865, when 755,021 piculs found their way to southern ports, and it is satisfactory to observe that after the export of this article had fallen off it is now steadily recovering. It is not expected, however, that it will ever exceed the year 1865. The oil-cake made in the south is used for the same purpose as bean-cake, namely, for manure, and that can always be supplied at a much less cost.

Of other exports, the articles that show the highest increase on last year are felt caps, dates, fruits, straw hats, lily flowers, liquorice, medicines, prawns, vermicelli, and straw braid; the latter is exported exclusively by foreigners for shipment to the United States, via Shanghai, and the demand for it is daily increasing, while a decrease only appears, and that very slight, in salt fish, ginseng, bean-oil, and tobacco.

The value of foreign imports from foreign countries in 1868						Taels.
amounts to	..	..	..	..	..	1,066,137
From Chinese ports to	..	..	..	..	..	3,981,814
On Chinese goods to	..	..	..	..	..	2,497,396
Total						7,545,347
And treasure	..	..	..	..	..	325,874
The value of exports for the year amounts to						1,525,817
Treasure	..	..	..	..	..	4,195,728
Re-exports of foreign goods to foreign countries	..	..	..	..	..	11,121
Ditto to Chinese ports	..	..	..	..	..	386,042
Ditto of Chinese goods	..	..	..	..	..	145,927
Total						6,264,635

The tonnage employed in the trade of this port, although seemingly large, 209,988 tons, does not represent the quantity of sailing-vessels formerly employed on the coast. The steamers running on the line from Shanghai to this make up at least one-third of the tonnage entered during the year.

The duties on all vessels during 1868 amounted to 284,463 taels 2 mace 1 candarin 6 cash; of this sum 106,874 taels 3 mace 7 candarines 6 cash is contributed by British vessels, showing a falling-off in the year 1866 of 41,181 taels 6 mace 4 candarines 4 cash, but an increase over 1867 of 11,412 taels 6 mace 1 candarine 2 cash.

The British contribution to the revenue is the largest; followed by the American 78,733 taels 3 mace 5 candarines 7 cash, the North German 60,089 taels 5 mace 5 candarines 6 cash, the Siamese 29,508 taels 3 mace 8 candarines.

The tonnage dues amount to 13,003 taels 6 mace, for which the Chinese Government have made no Return since they built the lighthouse and Custom-house jetty, after which a large surplus must have remained.

A breakwater across the east entrance of the harbour is greatly needed to render this a perfectly safe anchorage at all seasons and during any weather. The original cost of this would, of course, be large, but would be soon met by harbour dues, which might then be levied on vessels anchoring inside its protection.

The question of mines has naturally attracted much attention during the past year, owing to the discoveries of gold in this immediate neighbourhood, and also by the knowledge attained through some of the men who had come here to dig for gold, that large deposits of lead ore exist within fifteen miles from this port. These lead mines had been previously known, and I hear that large samples of the ore were sent to the French Universal Exposition of 1867, by a firm here who were commissioned by the French Government to collect the products of the north of China for that occasion. Some of the ore lately obtained I took to Shanghai recently, and obtained a partial analysis of it. It seems to be what is termed "Jamesonite" lead ore, and contains about 38 per cent. of antimony, mixed with iron, zinc, and lead, with some traces of silver. As this ore is near the surface, and runs in a vein of 16 inches thick at the spot where the diggers discovered it, there seem to be no difficulty in the way of its extraction. No experienced metallurgist has as yet pronounced as to its value for smelting; but its appearance, and experiments made with it, give hopes that if the mine were allowed to be worked a profitable business would be the result. It would be of very great advantage to this port if the Chinese Government permitted these lead mines to be opened, as the ore might form a valuable article of export, or it might be smelted on the spot, and afford a further opening for the employment of foreign capital and enterprise in this part of China.

The opening of the coal mines in this province promises no immediate advantage, as the transport of the mineral to this place would render its cost too great for any practical purpose. The utility of the coal for the future cannot, however, be too highly estimated in connexion with railways, as one of the most essential requirements for working the road would be plentiful and cheap fuel for the locomotives; and on the other hand, the railway would bring the coal cheaply to this port, and thus supply it at a price that would render its consumption large and the export considerable.

The coal of this province is known for its excellent quality, and if it could be brought here cheaply and used in smelting the lead ore from the neighbouring mines, a certain prosperity would attend such development of the natural resources of the province, and which the Chinese Government, the native population, and the foreign mercantile residents would all have their share in.

The gold diggers were not very successful in their search after the precious metal, but I attribute their failure to the fact that they were prevented from digging in the region where the gold is said to be very plentiful, viz., the Pingtu Range, to which I paid a visit last autumn, as I

had the honour of reporting in my despatch to your Excellency of October 14, 1868; as well as to the reason that the men who came here were far from experienced coal miners.

I will now briefly allude to a subject already brought prominently to your Excellency's notice by Mr. Alabaster in his Report on the trade of this port for 1867, and in Messrs. Fergusson and Co.'s letter inclosed in a previous despatch to your Excellency,—I mean railroads in Shantung. Taking into consideration the difficulties of transit of goods from Che-foo to the interior, and notwithstanding this that the general business of the port is developing itself so satisfactorily, the conclusion forces itself upon one's mind, that further extension of trade might be relied on if such facilities existed for inland transit, as a railroad from Che-foo to Tsinan-foo passing through such large centres of trade and population as Hwang-hsien, Wei-hsien, &c., as recommended in Messrs. Fergusson and Co's letter.

Che-foo is comparatively, with other Treaty Ports, unfortunate in its want of easy communication with the markets that it could supply. There is no water communication either by river or canal leading from it towards the capital of the Province. The traffic coastwise is conducted only through the inlets of small rivers debouching on the Gulf of Pei-chili, and the great water-road of the Yellow River is distant from this port about 200 miles. Even this channel of commerce is obstructed by the bar at its mouth, across which no large junks can pass. Che-foo has therefore a special claim to be allowed a railroad to its dependencies, as a necessary facility for the development of its trade; and if the support of Her Majesty's Government could be obtained for this project, the capital for its construction could easily be found, provided the Chinese Government would guarantee on their side the security of the road.

A railroad to Tsinan-foo would naturally be prolonged to Tien-tsir, thus bringing that great commercial entrepôt into uninterrupted communication with the southern ports through its terminus at Che-foo. Another inducement for undertaking the construction of such a line would be the fact that excellent steam coal is known to exist along the proposed line of road.

The trade of this port in the future will derive much benefit from the establishment of a Kung-koo, an officer for fixing the valuation of sycee, a want that has for the last few years been more and more felt.

The chief reasons for the introduction of the same are set forth in a letter addressed to me by the British merchants of this port, copy of which I forwarded to your Excellency in my despatch of the 10th of February, 1869, requesting me to urge on the Chinese authorities the importance and necessity of its institution; and the views there set forth, when realized, will show the advantage gained by foreign commerce at this place through this measure, which, I am happy to say, has been determined with the concurrence of the Taoutae at my representation, and will take effect as soon as the business season reopens after the Chinese new year.

I have little doubt that the trade of the present year will increase even in a greater ratio than the previous one, for Che-foo is, from its geographical position, the port of the north of China. All it needs is better communication with the interior which a railroad would give it. The harbour is a good one, and open all the year round; and if the Chinese Government could be prevailed upon to throw out a breakwater as I suggested above, there could not be a safer anchorage for vessels at all seasons and in all weather.

Your, &c.

(Signed) J. MARKHAM.

(No. 1.)—RETURN of British Shipping at the Port of Che-foo, in the Year 1868.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

ENTERED.					CLEARED.				
Total Number of Vessels.			Total Tonnage.		Total Number of Vessels.			Total Tonnage.	
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	With Cargoes.	Total.
21	..	21	5,169	..	5,169	6	5	1,904	3,607
<i>Indirect or Carrying Trade.</i>									
145	53	198	59,395	19,408	78,803	165	41	61,874	80,078
166	53	219	64,564	19,408	83,972	171	46	63,778	83,685
Grand total									

(No. 3.)—RETURN of the Imports in British Vessels, 1868.

Description of Goods.				Classifier.	Amount.	Value.
						Taels.
Almonds .	..	..	..	Piculs	17	212
Aniseed, star	..	..	..	"	73 30	953
" broken	..	..	..	"	145 10	725
Arsenic ..	..	..	..	"	28 50	214
Articles, fancy	..	..	..	Pieces	8	60
Barley, pearl	..	..	..	Piculs	40 0	260
Bamboo canes	..	..	..	Pieces	3,400	71
" shoots	..	..	..	Piculs	42 38	225
" split	..	..	..	"	472 22	1,117
" ware	..	..	..	"	41 29	351
Bed covers	..	..	..	Pieces	53	165
Betel nuts	..	..	..	Piculs	977 42	3,909
Bicho de mar	..	..	..	"	1 0	28
Brass buttons	..	..	..	"	161 64	7,273
" ware	..	..	..	"	36 83	678
Blacking .	..	..	..	Bottles	30	13
Boots ..	..	..	..	Pairs	24	41
Brushes ..	..	..	..	Pieces	388	50
Bunting .	..	..	..	"	16	112
Camphor .	..	..	..	Piculs	21 0	315
Canvas ..	..	..	..	Bolts	34	272
Caps, silk	..	..	..	Pieces	9,016	643
" buttons	..	..	..	"	108,000	690
Cardamoms, inferior	..	..	..	Piculs	18 90	453
" superior	..	..	..	"	0 43	43
" wild .	..	..	..	"	14 95	68
Carpets ..	..	..	..	Pieces	390	507
Carrying sticks	..	..	..	"	2,500	38
Chop sticks	..	..	..	Piculs	67 0	134
Cassia lignea	..	..	..	"	20 4	240
Cement ..	..	..	..	"	10 0	..
Chinaware, fine	..	..	..	"	0 48	10
Cloves ..	..	..	..	"	26 50	224
Coal ..	..	..	..	Tons	4,049	52,637
Coffee ..	..	..	..	Piculs	25 4	363
Coffin planks	..	..	..	Pieces	101	72
Coir ..	..	..	..	Piculs	0 90	3
Collars, woollen	..	..	..	Pieces	900	66
" silk	..	..	..	"	2,400	240
Copper ware	..	..	..	Piculs	2 34	66
Crockery .	..	..	..	"	5 20	41
Cotton ..	..	..	..	"	1,670 0	31,730
" yarn	..	..	..	"	18 7	632
Cottonades	..	..	..	Pieces	180	648
Cotton piece goods :—*						
Brocades, white	..	..	..	"	4,196	9,860
" dyed .	..	..	..	"	4,552	13,428
Chintzes	..	..	..	"	6,601	11,881
Damasks	..	..	..	"	420	1,764
Dimities	..	..	..	"	50	95
Drills .	..	..	..	"	9,320	42,406
Figured Orleans	..	..	..	"	1,990	7,462
Handkerchiefs	..	..	..	Dozen	218	109
Jeans .	..	..	..	Pieces	915	3,431
Muslins	..	..	..	"	500	425
Shirtings, gentian	..	..	..	"	350	840
" dyed .	..	..	..	"	1,322	3,172
" grey	..	..	..	"	285,447	656,528
" white	..	..	..	"	19,902	45,774
" white spots	..	..	..	"	8,550	19,665

* Total number of cotton piece goods 455,892.

Description of Goods.	Classifier.	Amount.	Value.
Cotton piece goods— <i>continued.</i>			Taels.
T-cloths	Pieces ..	90,234	189,491
Crapes	" ..	200	1,700
T R-cloths	" ..	11,378	27,307
Dyed spots	" ..	8,334	20,835
Cambrics	" ..	501	902
Velveteens	" ..	178	1,682
Velvets	" ..	752	6,053
Cotton and linen mixtures	" ..	200	1,300
Cotton clothing	Piculs ..	0 10	7
" thread	" ..	9 25	370
" stockings	" ..	0 10	5
Cutch	" ..	54 70	438
Dyes	" ..	0 75	245
Dye, green	" ..	5 0	100
" blue	" ..	10 0	200
Earthenware	" ..	0 6	1
Eggs, preserved	Pieces ..	10,840	108
Fans, gauze	" ..	93	14
" feather	" ..	15	3
" palm-leaf, untrimmed	" ..	2,978	12
" paper	" ..	141,246	2,538
Fire-crackers	Piculs ..	1 20	19
Fish maws	" ..	1 12	36
" glue	" ..	35 0	1,399
Flour, foreign	" ..	150 0	450
" potatoe	" ..	3 59	7
Flowers, dried	" ..	112 10	549
Flower roots	Pieces ..	4,500	35
" seed	Piculs ..	75 96	798
Galangal	" ..	174 0	313
Ginger, fresh	" ..	193 5	219
" preserved	" ..	1 50	..
Ginseng, Corean	" ..	1 60	1,120
" Japan	" ..	1 60	336
Glassware	" ..	10 19	244
Glass, window	Square feet ..	119,400	4,280
Grass cloth, coarse	Piculs ..	95 83	2,395
" fine	" ..	9 15	585
Ground nuts	" ..	15 50	23
Gum, myrrh	" ..	72 0	540
Gypsum	" ..	350 0	1,143
Hartall	" ..	7 20	94
Hemp	" ..	0 50	3
" bags	Pieces ..	91,640	5,498
Hornware	Piculs ..	0 13	2
Indigo, dry	" ..	30 66	766
Ink stones	Pieces ..	827	74
Isinglass	Piculs ..	333 85	12,686
Ironware	" ..	8 88	177
Iron wire	" ..	1 0	9
Jade stone	" ..	0 26	150
Kittysols	Pieces ..	100	8
Lacquered ware	Piculs ..	1 47	59
Lamps	Pieces ..	18	60
Lead, red	Piculs ..	12 62	86
" white	" ..	8 61	52
" yellow	" ..	4 0	23
Lungnans, dry	" ..	77 86	1,245
" pulp	" ..	39 28	295
Mangrove bark	" ..	154 0	131
Matches	Gross ..	12,225	11,369
Mats, straw	Pieces ..	1,000	120
Medicine	Piculs ..	448 80	4,488

Description of Goods.				Classifier.	Amount.	Value.
						Taels.
Mirrors	..	..	..	Pieces	2	20
Metals :—						
Iron, bar	..	..	..	Piculs	3,294 76	9,060
" nail, rod	..	..	..	"	9,098 6	27,384
Lead ..	..	..	..	"	2,828 1	16,968
Quicksilver	..	..	..	"	16 45	855
Steel ..	..	..	..	"	412 0	2,678
Tin, plates	..	..	..	"	81 83	736
" foil	..	..	..	"	0 95	24
Mushrooms	..	..	..	"	4 0	104
Musical boxes	..	..	..	Pieces	7 0	11
Nankeens	..	..	..	Piculs	66 8	1,980
Needles	..	..	..	Pieces	59,000,000	13,110
Nutgalls	..	..	..	Piculs	451 78	3,252
Oil—						
Hemp seed	..	..	..	"	2 30	23
Linseed	..	..	..	Gallons	150	150
Kerosine	..	..	..	"	390	195
Paint ..	..	..	..	Piculs	6 88	221
Wood	..	..	..	"	357 20	2,856
Opium :—						
Malwa	..	..	..	"	1,422 50	768,150
Persian	..	..	..	"	5 0	2,450
Benares	..	..	..	"	37 20	18,228
Patna	..	..	..	"	16 60	8,134
Prepared	..	..	..	"	0 22	191
Oranges	..	..	..	"	20 59	42
Paint :—						
Assorted	..	..	..	"	53 65	420
Black	..	..	..	"	10 10	50
Blue	..	..	..	"	5 0	60
Green	..	..	..	"	21 80	545
Unenumerated	..	..	..	"	1 78	50
Ultramarine	..	..	..	"	30 0	390
Yellow	..	..	..	"	8 40	30
White	..	..	..	"	36 88	288
Paper, I	..	..	..	"	3,911 20	62,576
" II	..	..	..	"	19,856 38	192,632
" oiled	..	..	..	"	8 0	144
Peppermint leaf	..	..	..	"	10 10	61
Peel, orange	..	..	..	"	391 66	1,096
Pepper, black	..	..	..	"	587 60	3,398
Pipes, opium	..	..	..	Pieces	205	31
Pictures	..	..	..	"	16	120
Pitch	..	..	..	Piculs	53 50	115
Plums, black	..	..	..	"	316 77	948
Preserves	..	..	..	"	625 53	3,334
Putchuck	..	..	..	"	31 0	496
Rattans	..	..	..	"	3 20	10
Resin	..	..	..	"	73 20	146
Rice	..	..	..	"	900 0	1,350
" red	..	..	..	"	79 42	497
Rope, Europe	..	..	..	"	18 60	210
" Manilla	..	..	..	"	50 0	50
Rouge	..	..	..	"	17 93	567
Samshoo	..	..	..	"	144 56	1,012
Seaweed	..	..	..	"	8,580 0	24,448
" Russian	..	..	..	"	20,726 32	31,089
" Japan	..	..	..	"	4,789 0	13,648
Sharks' fins, white..	..	..	..	"	21 82	393
" black..	..	..	..	"	14 16	708
Sharks'-skin maws	..	..	..	Pieces	200	45
Shell fish	..	..	..	Piculs	6 78	146

Description of Goods.	Classifier.	Amount.	Value.
			Taels.
Shoes	Pairs ..	238	143
Silk piece-goods	Piculs ..	241 35	154,572
Silk ribbons	" ..	10 85	4,340
" thread	" ..	19 78	6,329
Silk and cotton mixtures	" ..	26 78	7,766
Silk tassels	" ..	3 62	1,452
Smalts	" ..	17 75	710
Spectacles	Pieces ..	240	14
Slates	" ..	4,400	250
Sugar, brown	Piculs ..	55,175 90	154,493
" white	" ..	28,297 49	152,804
" candy	" ..	2,883 0	24,505
Sundries . ..	" ..	6 81	136
" . ..	Pieces ..	96	20
Table covers	" ..	1,028	776
Tar	Piculs ..	41 0	120
Tea, Japan	" ..	376 55	1,694
Timber, S. W. plank	" ..	6,483 0	162
Tobacco, leaf	Piculs ..	27 95	126
" prepared . ..	" ..	957 84	19,157
Turmeric	" ..	447 43	2,237
Twine	" ..	34 50	405
Turpentine	Gallons ..	60	50
Varnish . ..	Piculs ..	9 48	199
Vermillion	" ..	21 58	881
Wood ware	" ..	4 91	53
" sapan	" ..	500	1,350
White wax	" ..	4 91	1,374
Woollens :—			
Twills . ..	Pieces ..	169	710
Blankets	Pairs ..	42	367
Bombazettes	Pieces ..	293	1,611
Camlets	" ..	1,009	11,603
" imitation	" ..	356	2,136
Flannels	" ..	1	18
Lastings	" ..	766	9,192
" imitation	" ..	150	1,050
Long ells	" ..	868	5,642
Lustres, figured . ..	" ..	18,118	72,830
" plain	" ..	800	
" crape	" ..	248	
Spanish stripes . ..	" ..	1,514	34,065
Imitation crape lastings	" ..	485	3,395
Fustians	" ..	600	4,200
Woollen and cotton mixtures	" ..	1,280	8,320
Treasure . ..	" ..	" ..	107,688
			3,242,969

In all, 3,242,969 taels, equivalent, at 5s. 11½d., the average rate of exchange, to 969,512l. 12s. 1½d.

(No. 4.)—EXPORTS in British Vessels, 1868.

Description of Goods.				Classifier.	Amount.	Value.
						Taels.
Almonds	..	..	..	Piculs	32 98	462
Apples	..	..	..	"	186 70	224
Biche de mar	..	..	..	"	6 48	181
Bean cake	..	..	..	"	234,907 0	164,435
„ oil..	..	..	..	"	310 0	1,116
Braid, straw	..	..	..	"	633 0	11,394
Bones	..	..	..	"	63 0	43
Caps, felt	..	..	..	Pieces	22,160	2,437
Carpets	..	..	..	"	23	30
Chestnuts	..	..	..	Piculs	28 50	57
Chilies, dried	..	..	..	"	215 60	1,960
Cloth, native	..	..	..	"	78 30	2,192
Coal	..	..	..	"	250 0	70
Copperas	..	..	..	"	83 90	..
Cotton	..	..	..	"	56 75	908
Dates, black	..	..	..	"	9,139 0	27,417
„ red	..	..	..	"	1,742 10	4,703
Dye stuff	..	..	..	"	0 86	292
Felt cuttings	..	..	..	"	42 50	77
Fish, cuttle	..	..	..	"	51 19	258
„ salt	..	..	..	"	714 0	2,142
Flour	..	..	..	"	12 50	25
Fruits, fresh	..	..	..	"	281 27	340
Fungus	..	..	..	"	52 10	833
Galangal	..	..	..	"	28 0	47
Ginseng, Corean	..	..	..	"	4 55	3,185
„ native	..	..	..	"	5 38	1,225
Glassware	..	..	..	"	143 75	2,300
Glue	..	..	..	"	8 0	120
Green colour	..	..	..	"	0 84	336
Hats, straw	..	..	..	Pieces	103,046	6,883
Hare skins	..	..	..	"	1,549	42
Hops	..	..	..	Piculs	170 90	407
Lily flowers	..	..	..	"	836 55	5,019
Liquorice	..	..	..	"	2,192 24	7,234
Medicine	..	..	..	"	3,061 31	18,579
Millet	..	..	..	"	11 20	23
Mule skins	..	..	..	"	4 27	700
Onions	..	..	..	"	22 0	22
Ox feet	..	..	..	"	37 50	73
Pears	..	..	..	"	678 40	814
Peas	..	..	..	"	69,472 0	69,472
Persimmons, dry	..	..	..	"	932 0	2,064
Pork, salt	..	..	..	"	7 50	34
Potatoes..	..	..	..	"	136 0	163
Prawns	..	..	..	"	1,123 30	3,144
Samshoo	..	..	..	"	49 50	129
Seed, melon	..	..	..	"	346 80	762
„ pine	..	..	..	"	27 60	25
„ bilistrium	..	..	..	"	7 0	12
Silk, pongees	..	..	..	"	403 21	60,481
„ yellow	..	..	..	"	105 24	32,680
„ wild, raw	..	..	..	"	0 80	136
Sinews, buffalo	..	..	..	"	34 80	297
Tallow, animal	..	..	..	"	38 40	246
Tobacco, prepared	..	..	..	"	118 28	2,365
Turnips, salted	..	..	..	"	4 80	172
Vegetables, fresh	..	..	..	"	129 0	38
„ salt	..	..	..	"	39 0	156
Vermicelli	..	..	..	"	17,476 0	73,400
Walnuts..	..	..	..	"	1,866 0	5,355

Description of Goods.	Classifier.	Amount.	Value.
			Taels.
Wool	Piculs ..	45 70	320
Treasure, silver	..	..	1,927,531
„ gold	..	..	5,600
Total	..	..	2,443,207

In all, 2,443,207 taels, equivalent, at 5s. 11 $\frac{1}{2}$ d., the average rate of exchange during 1868, to 730,417*l.* 1s. 10 $\frac{1}{2}$ d.

(No. 5.)—RE-EXPORTS in British Vessels, 1868.

Description of Goods.	Classifier.	Amount.	Value.
			Taels.
Arsenic	Piculs ..	30 30	227
Bags, hemp	Pieces ..	5,351	320
„ straw	„ ..	5,000	150
Bamboo ware	Piculs ..	2 25	19
Betel nuts	„ ..	432 0	1,728
Borax	„ ..	4 0	80
Brass buttons	„ ..	46 46	2,230
„ ware	„ ..	8 30	182
Camphor	„ ..	7 87	118
Cash	..	..	450
Clocks	Pieces ..	16	45
Cloves	Piculs ..	9 0	76
Cotton	„ ..	101 50	1,624
Cotton piece goods—			
Canvas	Pieces ..	46	318
Brocades, dyed	„ ..	250	2,487
Chintzes	„ ..	450	810
Drills.. .. .	„ ..	3,009	13,690
Shirtings, American	„ ..	400	920
„ grey	„ ..	995	2,288
„ white.. .. .	„ ..	3,110	7,153
Spots, dyed	„ ..	700	1,750
Sundry cloths	„ ..	13	29
T-cloths	„ ..	3,000	6,300
T R-cloths	„ ..	100	240
Table covers	„ ..	588	456
Cotton and linen mixtures	„ ..	160	1,040
Dye red	Piculs ..	1 13	361
Fans, paper	Pieces ..	12,750	318
„ palm leaf, untrimmed.. .. .	„ ..	263,200	1,580
Flowers, dried	Piculs ..	10 50	53
Flower seed	„ ..	23 46	274
Glass ware	„ ..	2 73	66
„ window	Square feet..	29,900	1,076
Grass cloth, coarse	Piculs ..	39 24	981
„ fine	„ ..	12 51	813
Hartall	„ ..	4 58	59
Hemp	„ ..	100 0	500
Indigo, dried	„ ..	53 10	927
Isinglass.. .. .	„ ..	55 80	2,120
Ink stones	Pieces ..	400	60
Kerosine oil	Gallons ..	100	80
Kittysols	Pieces ..	150	11
Lungnans, dry	Piculs ..	22 50	168
„ pulp	„ ..	69 3	1,104

Description of Goods.	Classifier.	Amount.	Value.
			Taels.
Medicine	Piculs ..	33 62	332
Metals, copper, Japan	" ..	78 34	1,248
" iron nail, rod	" ..	885 0	2,655
" " bar	" ..	758 90	2,090
" lead	" ..	253 50	1,521
" steel	" ..	196 80	1,280
" tinfoil	" ..	10 78	269
Mushrooms	" ..	3 15	82
Nankeens	" ..	11 63	349
Needles	Pieces ..	1,000,000	200
Nut galls	Piculs ..	28 80	168
Opium, Malwa	" ..	218 30	117,882
" pipes	Pieces ..	585	87
Ornaments	" ..	1,860	92
Paints, assorted	Piculs ..	53 66	420
" black	" ..	2 52	11
Paper, 1st quality	" ..	189 82	3,037
" 2nd quality	" ..	280 0	2,660
Pepper, black	" ..	315 3	1,827
Preserves	" ..	143 9	715
Putchuck	" ..	93 80	1,500
Rice	" ..	2,510 0	5,020
Rope	" ..	26 0	374
Rouge	" ..	9 82	342
Seaweed, 1st quality	" ..	947 95	2,701
" 2nd quality	" ..	4,844 0	7,266
Silk piece goods	" ..	13 46	8,614
" caps	Pieces ..	12,050	867
" " buttons	" ..	80,000	550
" ribbons	Piculs ..	2 38	952
" tassels	" ..	3 89	1,556
Sugar, brown	" ..	5,041 0	14,114
" white	" ..	2,660 0	14,364
" candy	" ..	78 10	663
Tobacco, prepared	" ..	112 90	2,258
Turmeric	" ..	700 0	3,500
Ultramarine	" ..	26 0	390
Vermillion	" ..	153 58	7,386
White wax	" ..	93 60	561
" lead	" ..	8 94	2,495
Woollens, camlets, English	Pieces ..	620	7,130
" lastings	" ..	260	3,120
" imitation lastings	" ..	35	245
" lustres, figured	" ..	1,129	} 4,575
" " plain	" ..	75	
" long ells	" ..	60	390
" Spanish stripes	" ..	66	1,485
" and cotton mixtures	" ..	200	1,400
Total	..	..	286,074

In all, 286,074 taels, equivalent at 5s. 11 $\frac{1}{2}$ d., the average rate of exchange during 1868, to 85,524*l.* 4s. 1 $\frac{1}{2}$ d.

(No. 6.)—TABLE showing the Duties Paid under each Flag during the Year 1868 (from Customs Returns).

Flag.	Opium.	Import.	Coast Trade.	Export.	Tonnage Dues.	Total.
	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.
American	51,005 9 4 0	8,511 6 1 5	5,185 7 5 6	11,820 0 4 6	2,210 0 0 0	78,783 3 5 7
British	40,011 2 4 0	25,032 4 1 9	13,514 8 6 5	24,772 0 5 2	3,543 8 0 0	106,874 3 7 6
Danish	..	104 3 0 3	481 6 5 6	901 9 0 6	157 2 0 0	1,645 0 6 5
Dutch	..	946 6 0 6	553 6 7 1	730 2 1 3	141 2 0 0	2,371 6 9 5
French	288 0 0 0	759 5 3 9	1,463 3 2 1	1,745 4 0 6	..	4,256 2 6 6
North German	3,480 0 0 0	9,442 2 1 8	20,162 1 0 7	23,751 8 3 1	3,253 4 0 0	60,089 5 5 6
Norwegian	..	30 4 5 0	..	724 4 7 1	129 6 0 0	884 5 2 1
Siamese	1,504 0 0 0	14,319 3 7 6	1,319 2 7 2	8,796 8 3 2	3,568 4 0 0	29,508 3 8 0
Total Haquan taels.	96,289 6 8 0	59,146 5 2 6	42,680 6 4 8	73,242 7 6 2	13,003 6 0 0	284,363 2 1 6

No. 7.

Acting Consul Lay to Mr. Hammond.—(Received June 5.)

Sir, *Kiu-keang, April 8, 1869.*
IN accordance with instructions received from Sir Rutherford Alcock,
I have the honour to forward three Summaries of Trade at this Port for
the year 1868:—

- A. Direct Trade. Imports and Exports.
- B. Indirect Trade. Ditto.
- C. Shipping Returns.

I have, &c.
(Signed) W. H. LAY.

Inclosure in No. 7.

SUMMARIES of Trade at the Port of Kiu-kiang, during the Year 1868.

(A.)—Direct Trade. Imports and Exports.

General Imports, British and Foreign.	General Exports, British and Foreign.	Total General Imports and Exports.	British Imports, as distinguished from Foreign.	British Exports, as distinguished from Foreign.	Total British Imports and Exports, as distinguished from Foreign.	Remarks.
£ None	£ 17,445	£ 17,445	£ None	£ 17,445	£ 17,445	This is the value of some tea shipped on board a steamer bound to Eng- land.

Treasure.

Imported from Great Britain or British Colonies	£ ..	Exported to Great Britain or British Colonies	£ ..
Imported from other foreign countries	..	Exported to other foreign countries	..
Total Treasure Imported	.. Nil.	Total Treasure Exported	.. Nil.
Total Treasure Imported and Exported	.. Nil.		

British Consulate, Kiu-kiang, April 8, 1869.

(Signed)

W. H. LAY, Acting Consul.

(B.)—Indirect Trade (Coast or River Trade). Imports and Exports.

General Imports, in British and Foreign Vessels.	General Exports, in British and Foreign Vessels.	Total General Imports and Exports, in British and Foreign Vessels.	Imports in British Vessels, as distinguished from Foreign.	Exports in British Vessels, as distinguished from Foreign.	Total Imports and Exports in British Vessels, as distinguished from Foreign.	Remarks.
£ 1,120,110	£ 2,412,555	£ 3,532,665	Not known	Not known	Not known	The three last columns cannot be filled in: the Custom-house books not showing the value of each nationality.

Treasure.

	£	£
Imported in British vessels ..	..	Exported in British vessels ..
Imported in Foreign vessels ..	..	Exported in Foreign vessels ..
Total ..	540,000	Total ..
Total Treasure Imported and Exported in British and Foreign vessels ..	£730,000	..
		190,000

British Consulate, Kiu-kiang, April 8, 1869.

(Signed) W. H. LAY, Acting Consul.

(C.)—SHIPPING RETURN, 1868.
BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crews.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crews.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crews.	Value of Cargo.
224	158,985	Principally Chinese. Not known	£ Not known	224	158,985	Not known	£ Not known	448	317,970	Not known	£ Not known

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crews.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crews.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crews.	Value of Cargo.
277	186,378	..	£ Not known	277	186,378	..	£ Not known	554	372,756	..	£ Not known

Total British and Foreign Entered—
 Number of Vessels .. 501
 Tonnage .. 345,363
 Number of Crews
 Value of Cargo .. £1,120,110

Total British and Foreign Cleared—
 Number of Vessels .. 501
 Tonnage .. 345,363
 Number of Crews
 Value of Cargo .. £2,430,000

Total British and Foreign Entered and Cleared—
 Number of Vessels .. 1,002
 Tonnage .. 690,726
 Number of Crews
 Value of Cargo .. £3,550,110

(Signed)

W. H. LAY, Acting Consul.

No. 8.

Acting Consul King to Mr. Hammond.—(Received June 1 .)

Sir, *Newchwang, March 31, 1869.*
 I HAVE the honour to forward, for the information of Her Majesty's Secretary of State, a copy of my despatch to Her Majesty's Minister at Peking, with its ten inclosures, Returns and Report of the trade of this port for the year 1868.

I have, &c.
 (Signed) WALTER ED. KING.

Inclosure 1 in No. 8.

Acting Consul King to Sir R. Alcock.

Sir, *Newchwang, March 31, 1869.*
 I HAVE the honour to hand you the Returns of Trade at this port for the year 1868, together with my Report. The Returns have been compiled from those of the Imperial Customs kindly lent to me for the purpose by the Commissioner, Mr. Macpherson.

Your, &c.
 (Signed) WALTER ED. KING.

Inclosure 2 in No. 8.

*Report on the Trade of Newchwang for the Year 1868.**Trade and Commerce.*

THE Returns of 1868 continue to proclaim the increasing value of the trade at this port, the total trade in imports and exports being 6,665,376 taels, or 2,221,792*l.*, against 5,525,340 taels, or 1,841,780*l.*, in 1867, that is to say, an increase of more than 1,000,000 taels.

Imports.—The manner of this increase, too, is most satisfactory, as it arises entirely from the import trade (that in exports has actually declined greatly) and especially in English piece-goods, the arrivals of which, in some cases, is double, treble, four, and even five times (in the case of T-cloths) the amount sold here in the year of 1867. I cannot, however, pronounce this increase to be all real increase in the trade of the port, and in consumption in the vast regions which it supplies. There are very large stocks of all sorts of piece goods, especially grey shirtings, in the hands of both foreign and native merchants, and I believe myself to be speaking within the mark when I say that more than one-third of that description of goods is still unsold in Ying-tsze and other places in the interior. By this action importers, residing not here, but established in other ports, principally Shanghai, and dealing through resident agents here, have forestalled, to a great extent, the import trade of the current year, which, in all probability, will be more remarkable for its export than its import trade. Still, it is undoubtedly the fact, incontestably supported by the appearance of the five large shops of Kwan-ching-tsze and Kirin, 330 and 400 miles away from here in the north, that the use of foreign material for clothing has increased greatly, and that the taste for our warmer and more expensive woollens and woollen

mixtures has been developed among the trading classes, and the farmers of the enormous tracts already recovered from the Manchoorian and Mongolian waste lands—tracts vast in themselves, but really forming but a portion only of the rich uncultivated region still stretching away in the north of the Province of Kirin, in nearly all that of Tsi-tsi-har, and almost all throughout Eastern Mongolia. If we hope, however, to introduce our woollens generally as warm clothing for the population of the cultivated regions, their tastes and habits of economy must be carefully studied and consulted; and cheap, durable, as well as showy materials offered to a hardy, practical people who, slipping one pair of cotton summer trowsers inside another, and wadding them with a pound or so of cotton grown in their own fields, make temporarily one warm, useful garment for the winter, which is again as easily resolved into two as the warm weather returns.

I inclose a list of the various imports in which a great increase is observed:—

			1867.	1868.	Increase in 1868.
Shirtings, dyed	Pieces ..		250	1,500	1,250
„ grey	„ ..		36,000	132,000	94,000
„ figured	„ ..		4,406	9,198	4,792
„ figured, dyed	„ ..		2,282	9,238	6,956
Drills, English	„ ..		8,695	24,382	15,687
T-cloths	„ ..		14,420	81,930	67,510
Chintz	„ ..		1,798	11,240	9,442
Cambrics	„ ..		109	500	400
Woollens, Orleans, &c., and mixed stuffs	„ ..		16,599	32,662	16,063
Camlets	„ ..		2,097	4,918	2,821
„ imitation	„ ..		200	1,222	1,022
Iron	Lbs. ..		1,853,063	6,606,750	4,583,697
Lead	„ ..		44,120	118,826	74,706

The importation of steel has, on the other hand, decreased 94,149 lbs., almost half. While the importation of English drills has increased about treble, that of American has slightly declined, and that of Dutch has done so still more. I attribute this to the fact that the Chinese here have not yet learned to discriminate between the different sorts of drills, and finding the English cheaper, have failed to appreciate the greater durability of the American.

The iron has been all disposed of, and this enormous increase is in spite of the presence of iron mines in the eastern portion of this, the Fung-teën province, and near Moukden. At the former of these, bars of very creditably prepared iron are produced. The importation of foreign, chiefly English, iron, is due not so much to its superiority, or to any poverty of the native mines, but to the ignorance of the way to make them yield their full wealth, and to the physical difficulties of transit. The roads even in the plains look as if they were intended to place difficulty in the way of traffic instead of affording facilities, while in the mountain region of Fung-teën and Manchooria they are little else than a mule-track and resemble most the dry bed of a mountain torrent.

Opium.—The importation in 1868 was somewhat greater than in 1867, the amounts respectively being 2,846·3 piculs and 2,568·85 piculs; or an increase of 259 piculs. Of this, however, about 159 piculs were re-exported leaving the net increase at 100 piculs. This is in the face of a yearly greater production of native opium in this province, and tends to allay the

fear often expressed that the native will supplant the Indian opium. The consumption of the drug must be, as the Chinese assert, extending most rapidly amongst all classes of society. I am indebted to a merchant of this town for the following information relative to native opium.

The supply from the interior is about 1,000 piculs annually, to which may be added 300 piculs grown in the district of Yung-ping, in Chihli. Good opium yields 90 per cent. of prepared drug, the second class only 70 per cent. The best Indian opium gives only 85 per cent., but the strength and flavour are much superior to those of the native growth. In addition to the universal Imperial land tax, each mow of ground pays 2,000 small cash (about 4s. 6d. an acre), and the grower is responsible for, and, I presume, the collector of, a duty amounting to 20 small cash an ounce. This, at different rates of exchange, may be equivalent to 3 taels or 3 taels 50 cash a picul; on the same weight of Indian opium the Chinese Government receives an import duty of 30 taels. At the different cities and trading-places the native opium is subject once to a tax of 18 taels 60 mace equally with the Indian; but the loss of the import duty causes the Imperial Government to discountenance the cultivation of the poppy, and this year again prohibitory proclamations have been issued. I am told in another quarter that, in the coming season, some 200 mow (about 33 acres) are to be sown with poppy seed near Liao-yang, a city to the north-east, and distant 86 miles from this port. The price of native opium ranges at 220 to 250 taels a picul less than that of the foreign. Very little of the former is brought to this town, though it is consumed in some of the neighbouring cities. Its use is chiefly confined to the places of production to the north.

Shipping and Exports.—Shipping and the export trade are so dependent on each other, and have this year affected exchange so seriously, that I cannot treat of them separately.

The employment of British shipping in the carrying trade of this port, to us at present the most valuable branch of trade here, has suffered a considerable diminution; 42 vessels, of 16,930 tons burthen, having entered at this Consulate less than during 1867. The vessels of other countries have experienced the same falling-off, the tonnage of all nations being 211 vessels, of 70,634 tons, in 1868, against 327 vessels, of 110,418 tons, in 1867. I continue a comparative Table of British and North German shipping furnished the last few years by the late Mr. Meadows, which shows that the British has diminished less than that of this our most serious rival:—

Year.	British Shipping.	North German Shipping.	British Tonnage.	North German Tonnage.	Per-centage Proportion of Tonnage.	
					British.	North German.
1863	56	92	19,548	26,354	100	135
1864	74	137	24,302	37,838	100	155
1865	103	108	41,673	30,140	100	72
1866	99	99	39,442	28,370	100	72
1867	113	152	43,412	44,877	100	103
1868	71	87	26,482	24,845	100	93

I have asked the Taoutae, who is the Superintendent of the Native as well as of the Foreign Customs, for Returns of junks reported at the Hoo-kwan, or native Custom-house, and from the information he has kindly

supplied, I find that the junk trade has declined this year equally with that of the foreign shipping, as is shown below:—

	1867.	1868.
Kiangnan junks.	1,776	1,020
Ningpo „ „	754	524
Shantung „ „	427	292
Tien-tsin „ „	648	506

Notwithstanding this, another proof of the progress of trade, and one which I may well introduce here, is that the native Custom-house, instead of paying, as in previous years, less than the stipulated amount into the Imperial Treasury, reported a surplus of 80,000 taels, in reward for which honesty and energy the Superintendent has received, as a mark of Imperial favour, brevet rank of a Mandarin of the Second Class.

The causes of this falling-off in the carrying trade are various. The chief is that the abundance of the sugar-cane harvest of 1867 in Fuh-kien and Kwang-tung induced the farmers to plant less cane in 1868, and they consequently required less bean-cake for manure. Another reason arose from the good harvests of pulse in this region in 1866 and 1867, which, having been sold at high and increasing rates, made both growers and traders rich enough to allow of their holding large stocks rather than reduce their rates to what might have induced the southern farmers to manure with bean-cake less valuable crops than sugar and cotton. The Shanghai market for this article was ordinarily fair, but the slight demand for it, and the very small prices offered for it in the sugar districts, and the determination of the bean-cake producers here not to lower their prices, allowed so small a margin for freights, that ships were obliged to find employment elsewhere. Of the North German shipping available for the trade of this port, many seized the opportunity of the demand for rice in Europe to return thither with cargoes of southern Chinese rice, and a similar demand in Japan furnished other vessels with employment between China and that country.

On and since the opening of this port to foreign trade, bean-cakes were sold here for 1 tael 50 mace to 2 taels for 10 cakes; but as the people grew richer, they gradually raised the price, and at one time (July 1867) it reached 4 taels 80 mace.

The harvests of 1868 have again been good, but little inferior to those of 1867, some of which is still unsold; and these large stocks, and another cause to be mentioned below, have already shown the necessity of lowering the rates somewhat.

Soon after the opening of the season of navigation, in May, the rate was 3 taels 70 mace, and at the close of the year, in December, fell to 2 taels 75 mace; and if the Chinese are willing now to lower them still more to an extent commensurate with the situation, there will be employment in the open season of this year, 1869, for a large quantity of shipping.

Exchange.

The other cause referred to above as likely to bring down the prices of pulse and bean-cake is, that though the port was visited last year by 116 fewer vessels, a much greater amount of imports was brought by them than in the year preceding, and as less native produce was exported, a large quantity had to be paid for in sycee. I append a list of the comparative exportation of pulse bean-cake and oil in 1867 and 1868:—

				1867.	1868.	Decrease in 1868.
Pulse ..	..	..	Piculs ..	1,141,927	807,994	333,933
Beancake ..	..	..	" ..	2,543,568	1,284,767	1,258,801
Bean oil..	..	..	" ..	20,608	15,084	8,524

Further, it is seen that the excess of the value of imports over that of exports was in 1867 only 657,056 taels, or 219,015%, while in 1868 it amounted to 3,482,138 taels, or 1,160,712%. A great dearth of silver is the consequence, and though, as I have said before, a great quantity of piece-goods remains unsold, yet the exportation of treasure was 465,054 taels more than in 1867.

Hitherto the copper cash exchange for sycee has risen during the autumn to a maximum of 8,500 to 9,000 small cash for the tael; falling in winter to a minimum of 8,000 to 8,500. In 1867 already the exchange rose above its usual autumn limits, and failed to return to those of the winter. In 1868, however, during the open season, the exchange rose to 9,700 small cash a tael, and at the close of the English year, instead of falling, rose still further to 10,450, and at the close of the Chinese year remained at 11,000. This scarcity has caused great loss and much distress among the Chinese merchants, and the failure of many firms in other cities and trading places, though here no serious failures have resulted from it. This draining of the sycee makes it still more necessary for the Chinese to dispose of their native produce (pulse and its manufactured forms forming practically the only exports here) at prices that admit of their being largely taken in exchange for imports this coming season.

The Peruvian guano, Java, and latterly Hainan, oilcake are, I learn, steadily making their way in the farming districts in the south, and the pulse powers of these provinces, who are again yearly taking more and more waste land into cultivation, must either lower their prices so as to compete with these manures in the old markets, and to admit of beancake being used as a general fertiliser, or else they must prepare to employ a large portion of it themselves, and grow other and more valuable crops.

Local Taxation.

One great feature in the foreign trade of this port is the entire restriction of that trade to the port itself. In the first years, difficulties, or rather prohibitions, were put by the Local Government in the way of foreign merchants who tried to sell and buy in the interior, and after this action was declared contrary to Treaty, an interpretation of the XXVIIIth Article of the Treaty (transit dues) by the late Sir Frederick Bruce, making commutation of inland dues compulsory, and not optional, again made the interior a closed region to foreign enterprise. Instead of the country being studded with barriers and Custom-houses, as is the case in China Proper, there are actually no stations of this kind throughout the country. Goods of all description (with the one exception mentioned above of native opium) travel free and untaxed after entering, or until they leave, the port. During a long tour that I made last year along almost the whole border of this province, into that of Kirin, and along the great Eastern Mongolian Trunk Road, connecting Moukden and Kwan-ching-tsze, not one such Customs station was crossed, or could be heard of. Carts and waggons, indeed, were lightly taxed, but goods were literally free. It may be that the option of conveying their goods certificated or

uncertificated will be secured to British merchants here, as it is at other ports, and that the extension of trade may cause them to be glad of a relief from the burden of a compulsory commutation; but it will be some time before trade moves out of the grooves, and changes the customs it has now formed for itself, and, in fact, it is doubtful whether, with the exception of perhaps one firm which may desire to buy beans in the interior, foreign merchants feel any need, or desire to carry merchandize away from the port town, or to make purchases of native produce before it arrives here.

There was an attempt made by the Tartar General at Kirin in the 9th Chinese month to impose a military contribution tax on the trade of Kwang-ching-tsze. The merchants resisted the attempt, and threatened to close their places of business—a proceeding which, if persisted in for a whole day, in China Proper is sufficient in itself to cause an inquiry, and the punishment of the local officials. The Tartar General threatened severe punishment to the owner of the first establishment that closed, but gained only obedience to the letter, not the spirit, of his commands. A total cessation of all business for fifteen days was the result, and the merchants gained the day as much from the Tartar General's loss of temper as from the assistance given them by Prince Po (son of Sang Kolinsin), their landlord, in whose territory the town lies. Subsequently the merchants, having successfully combatted the imposition of a regular and permanent Tariff on their principal articles of commerce, made a voluntary offering of cash notes equivalent to 10,000 taels (about 3,000*l.*) to the Military Fund, premising that no precedent was to be founded on it. This shows the freedom these provinces enjoy from the *lekin* taxes which, at other ports, are so fruitful a source of complaint, and which are so difficult to be dealt with.

Foreign Population and Industries.

The foreign beancake manufactory which has already been alluded to in previous Reports, commenced working during the month of October last. Although the machinery has not been found to fulfil all that its projectors intended, yet an adaptation of the native method in these points shows that the steam-engine is able to produce better beancake at a less cost. The native mills obtain almost the maximum per-centage of oil, *viz.*, 12 per cent. of the weight of the beans, an amount which is practically found to be the most that can be extracted; but that is only, I learn, during the most favourable, *i. e.*, the warmest part of the year. It has been proved, too, that the greater and quicker pressure which the steam presses are able to put forth, produces, curiously enough, a less flow of oil. Still the economy of working and greater thoroughness in some of the details leave a decided balance in favour of the steam-engines, and in Swatow the beancake produced by it obtains a higher price than the native made cake.

It is not, however, from this point alone that this new branch of foreign enterprise, and the extension of foreign interests, of which it will probably be the cause and precursor, are sources of satisfaction. The intense and intelligent interest it excited among the Chinese mill owners at the time of its first working was very remarkable, not only as distinguished from the invincible *nil admirari* determination generally shown, but from an absence of any desire on the part of either Mandarins or people to use unfair means of preventing its success. Although it was desirable, on broad public grounds, as it would have been more gratifying to national pride, that the first instance of steam machinery imported here

should fully realize the anticipations formed, yet the disposition evinced by the Chinese towards innovations of this nature is, to my mind, a source of congratulation for the future interests of this portion of the Chinese Empire when the Government shall permit of foreign enterprise in the working of mines and railways.

The foreign population resident here during 1868 amounted to eighty-two, counting women and children.* Of these no fewer than twenty were pilots. A great change will be effected in pilotage this coming season. For the last two years the pilots were protected by the native Government, who then made pilotage compulsory on all vessels. Now it will be optional for shipmasters to employ pilots, but it remains to be seen whether they will suffer much from this "dis-establishment."

General Remarks.

The relations between the local Government and foreign officials, and the feeling of natives towards foreigners are most cordial and satisfactory. The chief local official in the case of a Chinese bankrupt has decided upon pursuing the practice of the law of Western nations in so far as collecting the assets here and at other places, and paying a dividend equally to all creditors, Chinese and foreign.

The tranquillity of the province continues undisturbed, and several arrests and executions which have followed the few acts of violence and robbery lately committed, appear to have entirely broken the spirit of lawlessness which once characterized this and the surrounding region.

I think it my duty to take notice here of a speech made at a meeting of the Royal Asiatic Society in London in November last, and reported in the public papers. "A paper was read contributed by the Rev. Mr. Williamson on South and North Manchooria, wherein he advocated the introduction of railways as a means of developing the riches of the country." Mr. Brown, presumably the Secretary of the Chinese Embassy to the United States of America and to Europe, but who has never visited Manchooria, "gave some interesting particulars respecting the products of Manchooria, and the habits and prejudices of the Chinese, which would for many years obstruct the formation of railways in China. He said that the whole of the country was a vast graveyard, as the people interred their dead in any spot selected by individuals, and those places, for which they felt great reverence, were so numerous that it would be impossible to run a railway through the country without disturbing hundreds of those sacred spots, and the people would not tolerate such desecration. With respect to the animals found in that part of China, he said that the Bengal tiger and leopard often ravage the country, &c."

I must distinctly refute this description. The country has graves simply because it has inhabitants, and being but thinly populated the graves are few, having been comparatively but lately, and in some places quite recently colonized, there are not the graves of many generations; the graves are of earth only and not turfed over, which fact will of itself speak convincingly of the number of less-cared-for mounds which nature is ever silently wearing away by rain and snow. The cemeteries are selected by a family or clan (not individuals) the members of which generally form themselves into separate small villages, and there the

* British	..	..	..	..	49
United States' citizens	..	..	..	..	20
Various	..	..	..	..	13
Total	..	..	..	..	82

whole family is buried. In the vast level plains, the greatest feature of the richest portion of Manchooria, not to mention the steppes of Eastern Mongolia, these sparse burying-places, generally surrounded by trees, can be more easily avoided and passed to the right or left than other obstructions in any other country. In the hilly and mountainous districts the graves are situated on the hills, where they would still less interfere with railways, which would, if ever introduced there, affect the valleys. I speak from personal observation having travelled over nearly the whole of this province into that of Kirin, and along the great level Mongolian highway from Kwan-ching-tsze to this port. The time may not have arrived for the introduction of railways, but graves would not obstruct their course. Of the tigers* and leopards, I have to state that they live only in the Imperial hunting grounds, and in the uncolonized portions of Kirin and Tsi-tsi-har.

(Signed)

WALTER ED. KING,
Acting Consul.

*British Consulate, Newchwang,
March 30, 1869.*

* The Chinese tiger and that found in Manchooria are a distinct variety, attaining to a greater size and being much yellower than the Bengal tiger.

(No. 2).—RETURN of British and Foreign Shipping at the Port of Newchwang, in the Year 1868.

Nationality of of Vessels.	ENTERED.						CLEARED.					
	With Cargo.			In Ballast.			Total.			With Cargo.		
	Vessels.	Tons.		Vessels.	Tons.		Vessels.	Tons.		Vessels.	Tons.	
British ...	53	21,346	5,136	18	26,482	2,048,412	71	26,482	682,804	71	26,482	201,935
American ...	7	2,955	783	2	3,738	230,598	9	3,738	73,532	9	3,738	25,495
French ...	6	2,387	935	3	3,322	189,084	8	3,322	63,028	8	3,322	24,015
North German ...	65	19,191	5,654	22	24,845	1,670,243	87	24,845	556,747	87	24,845	186,337
Danish ...	2	479	195	1	674	53,038	3	674	17,676	3	674	5,071
Dutch ...	2	728	463	2	1,191	73,028	4	1,191	24,342	4	1,191	8,932
Hawaiian ...	1	150	...	...	150	31,514	1	150	10,304	1	150	1,125
Norwegian ...	4	581	...	...	581	126,056	4	581	42,018	4	581	4,359
Swedish ...	3	1,047	...	...	1,047	94,542	3	1,047	31,514	3	1,047	7,552
Russian ...	...	...	494	...	494	...	2	494	...	2	494	3,690
Siamese ...	18	8,110	...	...	8,110	567,252	18	8,110	189,084	18	8,110	60,825
Total ...	161	55,974	13,660	50	70,634	5,073,757	210	70,634	1,691,952	211	70,634	530,539

Newchwang, January 1, 1869.

(Signed)

WALTER ED. KING, Acting Consul.

(No. 3.)—RETURN of Foreign Shipping engaged in the Direct and Indirect Trade at the Port of Newchwang in the Year 1868.

ENTERED.

Nationality of Vessels.	Direct Trade.		Indirect or Carrying Trade.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
American	1	277	..	..	1	277
French	5	1,426	..	..	5	1,426
North German ..	..	..	..	..	..	..
Danish	..	..	..	..	..	..
Dutch	..	..	..	..	..	..
Hawaian	..	..	..	..	..	..
Norwegian	..	..	..	..	..	..
Swedish	..	..	..	..	..	..
Russian	2	972	..	..	2	972
Siamese	..	..	..	..	..	..
Total	8	2,675	..	..	8	2,675

CLEARED.

American	2	1,003	..	..	2	1,003
French	27	7,841	..	..	27	7,841
North German ..	1	285	..	..	1	285
Danish	..	..	..	..	..	..
Dutch	1	150	..	..	1	150
Hawaian	3	447	..	..	3	447
Norwegian	..	..	..	..	..	..
Swedish	..	..	..	..	..	..
Russian	5	2,294	..	..	5	2,294
Siamese	..	..	..	..	..	..
Total	39	12,020	..	..	39	12,020

(Signed) WALTER ED. KING, *Acting Consul.*
Newchwang, January 1, 1869.

(No. 4.)—RETURN of Shipping of each Nation employed in the Coasting Trade at the Port of Newchwang in the Year 1868.

Nationality of Vessels.	Entered.		Cleared.	
	Vessels.	Tons.	Vessels.	Tons.
British	67	25,177	60	23,837
American	9	3,738	9	3,738
French	8	3,045	7	2,319
North German ..	82	23,419	60	17,004
Danish	3	674	2	389
Dutch	4	1,191	4	1,191
Hawaian	1	150	..	..
Norwegian	4	581	1	134
Swedish	3	1,047	3	1,047
Russian	2	494	2	494
Siamese	16	7,138	13	5,861
Total	199	66,654	211	70,634

(Signed) WALTER ED. KING, *Acting Consul.*
Newchwang, January 1, 1869.

[illegible]

Name of Articles.	Hong Kong.		Japan.		China.		Siam.		Total.			
	Foreign Weights and Measures.		Quantity.		Principal Port of Export.		Value.		Weights and Measures.		Money Value.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Foreign.	English.	Foreign.	Sterling.
Quicksilver	Piculs	Taels.	...	Taels.	Shanghai	Taels.	...	Taels.	55 88	Lbs.	1,769	£ 59 13 4
Steel	...	1,206	...	...	...	503	...	...	1,174 63	"	156,617 1/2	1,762 0 0
Tin	...	2,184	...	...	...	3,192	...	...	798 8	"	5,286	5,054 13 4
Yellow metal	...	13,287	...	...	...	1,877	...	...	9 76	"	106,410 1/2	16 13 4
Metals, unclassified	...	...	...	...	...	50	...	...	...	"	1,301 3/4	...
Coals and coke	...	...	...	...	...	...	...	...	107 0	Tons	1,498	499 6 8
Clocks' watches, &c.	...	86	...	...	...	1,400	...	...	...	"	595	175 0 0
Fruits, coco-nuts, &c.	...	...	...	...	...	525	...	...	...	"	36	12 0 0
Ginseng, American	Piculs	1,092	...	...	...	1,832	...	...	24 37	Lbs.	2,924	974 13 4
Ginseng, Asuyrth, resin,	...	1,577	...	...	...	257	...	...	260 27	"	1,834	611 6 8
Dragon's blood	...	...	...	...	...	...	...	...	...	"	...	...
Grain and pulse	...	...	...	...	...	...	...	...	120 0	"	16,000	60 0 0
Lamglass	...	...	...	...	...	3,850	...	...	110 1	"	3,850	1,283 6 8
Matches	Gross	22,325	...	...	...	3,378	...	...	25,703	Gross	25,703	8,567 13 4
Mangrove bark	Piculs	60 0	...	...	...	...	...	...	60 0	Lbs.	8,000	24 0 0
Medicines, as camphor,	...	1,140	...	...	...	1,260	...	...	17 70	"	23,293	800 0 0
China root, &c.	Mil	3,250	...	...	...	1,900	...	...	...	Mil.	20,600	1,716 13 4
Needles	Piculs	...	...	...	...	1,710	...	...	570 0	Lbs.	1,710	570 0 0
Oil of all kinds	...	...	...	...	...	...	...	...	101 70	"	7,600	717 6 8
Prints, dyes and colours, &c.	...	...	...	...	...	2,152	...	...	178 43	"	2,152	308 6 8
Pepper, black and white,	...	141	...	...	...	784	...	...	185	Pieces	99	33 0 0
Physical and optical instruments, &c.	Pieces	36	...	...	...	63	...	...	...	"	...	...
Rope, twine, hemp	Piculs	...	...	...	...	565	...	...	56 56	Lbs.	365	188 6 8
Seaweed, agar-agar	...	...	...	...	...	243	...	...	161 35	"	21,580	81 0 0
Sandalwood	...	3,909	...	...	...	850	...	...	559 91	"	4,759	1,586 6 8
Wood, other sorts, unclassified	...	...	...	...	...	9,846	...	...	4,847 45	"	12,119	4,039 13 4
Shell-fish, as prawns, shrimps, mussels, clams, oysters	...	88	...	...	...	995	...	...	35 52	"	995	331 13 4
Ship stores, as oakum, oars, tar pitch, &c.	Value	...	...	...	...	132	...	...	3 50	"	88	29 0 8
Shark's fins	Piculs	13 2	...	...	...	2,383	...	...	...	"	132	44 0 0
Sugar, white	...	...	...	...	...	635 0	...	...	85 58	Lbs.	2,776	925 6 8
Tea, Japan	...	295	...	...	...	968	...	...	635 0	"	3,493	1,104 6 8
Window glass	Sq. feet	1,011 0	...	...	...	800	...	...	333 63	"	44,484	322 13 4
Sundries	Value	272,591	...	...	...	8,772	...	...	99 54	"	1,095	365 0 0
Total	...	...	...	...	...	2,634,705	...	...	...	Sq. feet	1,849	2,774 0 0
	...	...	...	...	...	...	...	...	...	...	170	56 13 4
	...	...	...	...	...	...	...	...	...	...	2,934,710	975,236 13 4

ABSTRACT OF IMPORTS.

PART I.—Foreign Merchandize and Produce.

Hong Kong.	Japan.	China.	Siam.	Total.	
				Foreign.	Sterling.
Taels.	Taels.	Taels.	Taels.	Taels.	£ s. d.
272,591	...	2,654,705	7,414	2,934,710	978,236 13 4

PART II.—Native Merchandize and Produce.

152,496	...	1,986,551	...	2,139,047	713,015 13 4
425,087	...	4,641,256	7,414	5,073,757	1,691,252 6 8

(Signed) **WALTER ED. KING, Acting Consul.**
Newchwang, January 1, 1869.

TREASURE.

Sycee and Copper Cash Imported and Exported from and to the Port of
 Newchwang for the Year 1868.

IMPORTED.

Name of Port.	Sycee.		Copper Cash.*			Total.	
	Taels.	Sterling.	Strings.	Taels.	Sterling.	Taels.	Sterling.
Tien-tsin	20,655	£ 6,885	...	...	...	20,655	6,885
Ningpo	6,000	2,000	...	...	...	6,000	2,000
Amoy	1,200	400	...	...	...	1,200	400
Hong Kong	10,000	3,333½	...	...	...	10,000	3,333½
Shanghai	...	...	20,700	15,525	5,175	15,525	5,175
Chefoo	...	...	...	...	...	...	...
Foo-chow	...	...	...	...	...	...	...
Swatow	...	...	...	...	...	...	...
Total	37,855	12,618½	20,700	15,525	5,175	53,880	17,798½

* Exchange at 0.75 per string.

EXPORTED.

Name of Port.				Sycee.	English Money.
				Taels.	£
Tien-tsin	...	...	...	...	...
Ningpo	...	...	...	...	...
Amoy	...	...	...	66,972	22,324
Hong Kong	...	...	...	61,694	20,564½
Shanghai	...	...	...	1,557,428	519,142½
Chefoo	...	...	...	42,748	14,249½
Foo-chow	...	...	...	32,400	10,800
Swatow	...	...	...	8,909	2,969½
Total	...	...	...	1,770,151	590,050½

(Signed) **WALTER ED. KING, Acting Consul.**
Newchwang, January 1, 1869.

(No. 6.)—RETURN of the Exports at the Port of Newchwang for the Year 1868.

Names of Articles.	Foreign Weights and Measures.	Hong Kong.		Shanghai.		Chefoo and Tien-tsin.		Ningpo.		Foo-chow.		Amoy.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			Taels.		Taels.		Taels.		Taels.		Taels.		Taels.
Biche de mer	Piculs	...	...	11 90	238	...	...	...	...	...	...	714 36	12,858
Cotton, raw	...	...	...	...	...	...	...	...	...	...	...	2 77	585
Ginseng	...	164 75	40,013	136 6	157,901	...	...	...	...	...	...	14 0	70
Horns	...	103 25	1,195	39 51	219	...	...	...	...	...	...	...	...
Indigo	Piculs	65	3,400	8	400	...	...	...	...	...	...	...	...
Medicine	Piculs	2,094 58	7,351	408 28	2,218	...	...	...	...	...	...	...	...
Oil	Piculs	...	...	1,725 4	6,346	...	...	...	...	...	...	...	...
Pulse	Piculs	364,833 50	346,186	96,445 80	91,684	...	...	...	...	...	...	...	...
Sanshoo	Piculs	70 19	105	867 217	277,509	...	...	...	...	...	...	...	...
Silk piece goods	Pieces	...	...	140	210	...	...	...	...	...	...	...	...
Skins, various	Pieces	...	...	221	218	...	...	...	...	...	...	...	...
Takoy, animal	Piculs	742 82	4,086	43 50	239	...	...	...	...	...	...	...	...
Vermicelli	Piculs	531 67	2,197	63 50	254	...	...	...	...	...	...	...	...
Sundries	Value.	...	13,147	...	5,021	...	150	...	363	...	6,680	...	28,887
Total	...	...	447,863	...	586,482	...	296	...	5,573	...	77,473	...	191,750

Names of Articles.	Foreign Weights and Measures.	Swatow.		Canton.		Japan.		Total.		Money Value.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Weights and Measures.		Foreign.	£ Sterling.
								Foreign.	English.		
Biche de mer	Piculs	...	Taels.	...	Taels.	...	Taels.	Catt.	Lbs.	Taels.	£ s. d.
Cotton, raw	"	...	...	...	...	...	...	"	"	238	79 6 8
Ginseng	"	...	...	...	...	...	...	"	"	12,868	4,286 0 0
Horns	"	...	...	...	...	...	...	"	"	234,863	78,287 13 4
Indigo	Pairs	...	...	...	...	...	...	"	"	1,864	621 6 8
Medicine	Piculs	...	...	...	...	...	...	"	"	4,050	1,350 0 0
Oil	"	...	...	...	...	...	...	"	"	2,218	739 6 8
Pulse	"	...	...	...	...	...	...	"	"	92,477	7,492 6 8
Sanshoo	"	...	...	...	...	...	...	"	"	55,807	18,602 6 8
Silk piece goods	Pieces	...	...	...	...	...	...	"	"	767,595	253,863 0 0
Skins, various	Piculs	...	...	...	...	...	...	"	"	411,125	137,041 13 4
Tallow animal	"	...	...	...	...	...	...	"	"	6,444	2,148 0 0
Vermicelli	Piculs	...	...	...	...	...	...	"	"	818	272 13 4
Sundries...	Value	...	...	...	...	...	...	"	"	218	72 13 4
		...	...	...	...	...	...	"	"	9,450	3,150 0 0
		...	...	...	...	...	...	"	"	4,409	1,469 13 4
		...	...	...	...	...	...	"	"	57,185	19,061 13 4
Total		...	263,258	...	48,941	...	...	...	...	1,591,619	530,539 13 4

Newchwang, January 1, 1869.

(Signed)

WALTER ED. KING, Acting Consul.

Abstract of Exports for the Year 1867.

Hong Kong.	Shanghai.	Che-foo and Tien-tan.	Ningpo.	Foo-chow.	Amoy.	Swatow.	Canton.	Total.	
								Money Value.	
								Foreign.	£ Sterling.
Taels.	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.	£ s. d.
417,866	586,462	296	5,573	77,473	191,750	263,258	48,941	1,591,619	530,539 13 4

Newchwang, January 1, 1869.

(Signed)

WALTER ED. KING, Acting Consul.

RETURNS of Trade at Newchwang, 1868.

(A.)—Direct Trade. Imports and Exports.

General Imports, British and Foreign.	General Exports, British and Foreign.	Total General Imports and Exports.	British Imports, as distinguished from Foreign.	British Exports, as distinguished from Foreign.	Total British Imports and Exports, as distinguished from Foreign.	Remarks.
£ 21,140	£ s. d. 19,837 6 8	£ s. d. 40,977 6 8	£ Information obtainable.	Information obtainable	Information obtainable.	Direct trade with Hong Kong only. Treasure not being duti- able, the Reports are voluntary, and not official or complete.

Treasure in Vessels of all Foreign Nations.

Imported from Great Britain or British Colonies	£	s.	d.	Exported to Great Britain or British Colonies	£	s.	d.
Imported from other foreign countries	..	3,333	6 8	Exported to other foreign countries	..	20,564	13 4
	..	..	..		..	..	..
Total Treasure Imported	..	3,333	6 8	Total Treasure Exported	..	20,564	13 4
Total Treasure Imported and Exported	..	..	..		£22,898	0 0	

(Signed) WALTER ED. KING, Acting Consul.

(B.)—Indirect Trade (Coast or River Trade). Imports and Exports.

General Imports, in British and Foreign Vessels.	General Exports, in British and Foreign Vessels.	Total General Imports and Exports, in British and Foreign Vessels.	Imports in British Vessels, as distinguished from Foreign.	Exports in British Vessels, as distinguished from Foreign.	Total Imports and Exports in British, Vessels, as distinguished from Foreign.	Remarks.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1,670,112 6 8	510,702 6 8	2,180,814 13 4	661,664 0 0	182,098 6 8	843,762 6 8	Of Treasure, not being dutiable, the Reports are voluntary, and not official or complete.

Treasure.

	£	s.	d.		£	s.	d.
Imported in British vessels	..	..	..	Exported in British vessels	..	..	..
Imported in foreign vessels	..	..	..	Exported in foreign vessels	..	..	..
Total	..	9,285	0 0	Total	..	569,485	13 4
Total Treasure Imported and Exported in British and Foreign Vessels	..	578,770	13s. 4d.				

(Signed) WALTER ED. KING, Acting Consul.

(C.)—SHIPPING RETURN, 1868.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
No. of Vessels.	Tonnage.	No. of Crew.	Value of Cargo.	No. of Vessels.	Tonnage.	No. of Crew.	Value of Cargo.	No. of Vessels.	Tonnage.	No. of Crew.	Value of Cargo.
71	26,482	..	£ 682,804 0 0	71	26,482	..	£ 201,935 13 4	142	52,964	..	£ 884,739 13 4

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
No. of Vessels.	Tonnage.	No. of Crew.	Value of Cargo.	No. of Vessels.	Tonnage.	No. of Crew.	Value of Cargo.	No. of Vessels.	Tonnage.	No. of Crew.	Value of Cargo.
140	44,152	..	£ 1,008,448 6 8	140	44,152	..	£ 328,604 0 0	280	88,304	..	£ 1,337,052 6 8

Total British and Foreign Entered—
 Number of Vessels 211
 Tonnage 70,634
 Number of Crew
 Value of Cargo .. £1,691,252 6s. 8d.

Total British and Foreign Cleared—
 Number of Vessels 211
 Tonnage 70,634
 Number of Crew
 Value of Cargo .. £530,539 13s. 4d.

Total British and Foreign Entered and Cleared—
 Number of Vessels 422
 Tonnage 141,268
 Number of Crew
 Value of Cargo .. £2,221,792 9s. 0d.

(Signed) **WALTER ED. KING, Acting Consul.**

No. 9.

Consul Sinclair to Mr. Hammond.—(Received June 19.)

Sir,

Foo-chow-foo, April 15, 1869

REFERRING to my despatch of the 18th of last February, in which I had the honour to inclose to you the Returns of the trade of this port for 1868, I now beg, in pursuance of instructions recently received from Her Majesty's Legation at Peking, to transmit herewith Summaries A, B, and C of the British and Foreign Direct and Indirect Trade and Shipping of 1868 for this Port, in the hope that they may reach in time to be of use to you.

I have, &c.

(Signed)

CHAS. A. SINCLAIR.

Inclosure in No. 9.

RETURNS of Trade at the Port of Foo-chow-foo, for the Year 1868.

(A.)—Direct Trade. Imports and Exports.

General Imports, British and Foreign.	General Exports, British and Foreign.	Total General Imports and Exports.	British Imports, as distinguished from Foreign.	British Exports, as distinguished from Foreign.	Total British Imports and Exports, as distinguished from Foreign.	Remarks.
£ 1,191,239	£ 4,414,305	£ 5,605,544	£ 1,185,573	£ 4,101,360	£ 5,286,933	

Treasure.

Imported from Great Britain or British Colonies	£ 1,777,622	Exported to Great Britain or British Colonies	£ 26,879
Imported from other foreign countries	.. ..	Exported to other foreign countries	.. ..
Total Treasure Imported	 1,777,622	Total Treasure Exported	 26,879
Total Treasure Imported and Exported	 £1,804,501		

(Signed) CHAS. A. SINCLAIR, Consul.

(B.)—Indirect Trade (Coast or River Trade). Imports and Exports.

General Imports, in British and Foreign Vessels.	General Exports, in British and Foreign Vessels.	Total General Imports and Exports, in British and Foreign Vessels.	Imports in British Vessels, as distinguished from Foreign.	Exports in British Vessels, as distinguished from Foreign.	Total Imports and Exports in British Vessels, as distinguished from Foreign.	Remarks.
£ 760,321	£ 396,603	£ 1,156,924	£ 581,463	£ 283,716	£ 865,179	

Treasure.

Imported in British vessels	£ ..	£ 311,006	Exported in British vessels	£ ..	£ 90,053
Imported in foreign vessels	£ ..	£ ..	Exported in foreign vessels	£ ..	£ ..
Total	£ ..	£ 311,006	Total	£ ..	£ 90,053
Total Treasure Imported and Exported in British and Foreign vessels	£ ..	£ 401,059		£ ..	£ 401,059

(Signed) CHAS. A. SINCLAIR, *Consul.*

(C.)—SHIPPING RETURN, 1868.
BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
292	140,774	..	£ 1,778,367	282	133,667	..	£ 4,111,669	574	274,441	..	£ 5,890,036

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
96	33,827	..	£ 173,193	94	32,694	..	£ 669,239	190	66,521	..	£ 872,432

Total British and Foreign Entered—
 Number of vessels .. 388
 Tonnage .. 174,601
 Number of crew ..
 Value of Cargo .. £1,951,560

Total British and Foreign Cleared—
 Number of vessels .. 376
 Tonnage .. 166,361
 Number of crew ..
 Value of cargo .. £4,810,908

Total British and Foreign Entered and Cleared—
 Number of vessels .. 764
 Tonnage .. 340,962
 Number of crew ..
 Value of cargo .. £6,762,468

CHAS. A. SINCLAIR, *Consul.*

(Signed)

No. 10.

Consul Pedder to the Earl of Clarendon.—(Received June 26.)

Sir,

Amoy, April 8, 1869.

I HAVE the honour to inclose a Report on foreign trade at Amoy for the year 1868, accompanied with Returns of shipping, &c.

I have, &c.

(Signed) W. H. PEDDER.

Inclosure in No. 10.

Report on Foreign Trade at the Port of Amoy during the Year 1868.

THE Returns for this year show a very considerable falling-off in foreign shipping, and in the value of the trade conducted by means of it, as compared with the preceding year.

British vessels show a decrease of ninety-four vessels, and 52,446 tons in the entries.

In vessels under all other foreign flags there has been a decrease of sixteen vessels and 6,517 tons in the entries.

The clearances under both classes show a corresponding decrease.

In merchandize and treasure imported in British vessels there has been a decrease, in round numbers, to the value of 394,000*l.* sterling; and merchandize and treasure exported in British vessels shows a falling-off to the value of 110,000*l.* sterling.

The Custom-house receipts show a falling-off of about 27,000*l.* sterling.

The decrease in the trade carried on at this port is to be attributed in great part to the oppressive inland duties (called lekin duties), levied on merchandize at this port: and the falling-off has been confidently predicted for some years past. But there is no reason to suppose that the trade of the district has fallen off; on the contrary, there are good grounds for believing that a valuable portion of the trade of the district, of which Amoy is the proper port, is carried on through neighbouring ports where the lekin duties are not levied, or where they are so much lighter that the difference allows a profit on the overland transport of merchandize to or from this district. If this heavy provincial impost were removed or kept in fair proportion to the import and export duties in accordance with the spirit of the Treaties, this irregular traffic would doubtless revert to its normal channel through this port, to the great benefit of the Imperial revenue, as well as of all native and foreign merchants who are desirous of conducting the trade in a regular way.

Until the lekin duties are removed, or greatly reduced in amount, there is no chance of the commerce of this port presenting any other features of sufficient interest to deserve mention in a Trade Report.

(Signed)

W. H. PEDDER, *Consul.**British Consulate, Amoy, December 31, 1868.*

RETURN of Foreign Shipping at Amoy, for the Year 1868; Number and Tonnage Entered and Cleared under each Flag.

(Compiled from the Chinese Customs Trade Books, and different sources.)

Flags.	ENTERED INWARDS.				Flags.	CLEARED OUTWARDS.							
	With Cargo.		In Ballast.			Total.		With Cargo.		In Ballast.		Total.	
	No.	Tons.	No.	Tons.		No.	Tons.	No.	Tons.	N	Tons.	No.	Tons.
British ..	233	101,322	4	2,029	British ..	225	99,999	12	3,367	237	103,366		
American ..	9	6,512	1	521	American ..	9	6,512	1	521	10	7,033		
French ..	6	1,210	..	..	French ..	5	1,118	..	..	5	1,118		
North German ..	102	24,256	9	1,968	North German ..	91	21,369	18	4,057	109	25,426		
Danish ..	3	588	1	196	Danish ..	16	860	1	196	5	1,056		
Spanish ..	17	4,206	1	107	Spanish ..	14	3,713	..	..	16	3,713		
Dutch ..	15	5,888	2	585	Dutch ..	14	4,827	2	846	16	5,673		
Siamese ..	20	6,550	..	..	Siamese ..	17	5,482	1	235	18	5,717		
Norwegian ..	1	255	..	..	Norwegian ..	1	255	..	..	1	255		
	406	150,787	18	5,406		382	144,135	35	9,222	417	153,357		

British Consulate, Amoy, December 31, 1868.

(Signed) W. H. PEDDER, Consul.

(No. 3.)—RETURN of British Shipping at the Port of Amoy, in the Year 1868.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

ENTERED.					CLEARED.				
Total Number of Vessels.			Total Tonnage.		Total Number of Vessels.			Total Tonnage.	
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.
97	...	97	47,668	...	82	39,812	...	39,812	...
			Total Value of Cargoes.					Total Value of Cargoes.	
			£.					£.	
			957,776					88,432	

Indirect or Carrying Trade in British Vessels from and to other Countries.

ENTERED.										CLEARED.									
Countries whence Arrived.			Number of Vessels.			Tonnage.			Total Value of Cargoes.	Countries to which Departed.			Number of Vessels.			Tonnage.			Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
...	...	...	73	...	73	35,816	...	35,816	£ 21,894	...	...	...	82	...	82	39,626	568	40,194	£ 60,769
...	...	...	5	1	6	2,296	...	2,296	3,501	Swatow	...	...	4	...	4	7,010	...	7,010	9,238
...	...	...	5	...	5	1,519	...	1,519	25,846	Ningpo	...	...	5	...	5	1,634	...	1,634	12,116
...	...	...	8	1	9	2,859	...	2,859	84,479	Shanghai	...	...	10	...	10	6,683	...	6,683	24,780
...	...	...	9	...	9	2,932	...	2,932	41,657	Che-loo	...	...	3	...	3	1,291	...	1,291	17,814
...	...	...	6	...	6	1,530	...	1,530	25,197	Newchwang	...	...	2	...	2	437	...	437	18,131
...	...	...	2	...	2	751	...	751	26,919	Tien-tsin	...	...	3	...	3	787	...	787	18,131
...	...	...	4	...	4	1,496	...	1,496	7,619	Formosa	...	...	35	...	35	6,053	1,536	7,589	92,808
...	...	...	23	...	23	3,872	...	3,872	25,029	Sourabaya	...	...	2	...	2	677	...	677	4,629
...	...	...	...	1	1	...	...	...	...	Manila	...	...	3	...	3	751	...	751	3,654
...	...	...	...	1	1	...	...	...	1,710	Iloilo	...	...	1	...	1	...	...	...	...
...	...	...	...	1	1	...	...	...	518	Guam	...	...	1	...	1	...	...	...	...
...	...	...	...	1	1	...	...	...	...	Saigon	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	Sold	...	...	...	...	...	...	...	...	...
...	...	...	233	4	237	101,322	2,029	103,351	1,175,145	...	...	...	225	12	237	99,999	3,367	103,366	344,618

British Consulate, Amoy, December 31, 1868.

(Signed)

W. H. PEDDER, Consul.

(No. 4.)—RETURNS of Trade at the Port of Amoy, for the Year 1868.

(A.)—Direct Trade. Imports and Exports.

General Imports, British and Foreign.	General Exports, British and Foreign.	Total General Imports and Exports.	British Imports, as distinguished from Foreign.	British Exports, as distinguished from Foreign.	Total British Imports and Exports, as distinguished from Foreign.	Remarks.
£ 1,086,309	£ 129,107	£ 1,215,416	£ 957,776	£ 88,432	£ 1,046,208	

Treasure.

Imported from Great Britain or British Colonies	£ 68,194	Exported to Great Britain or British Colonies	£ 251,881
Imported from other foreign countries	.. 30,722	Exported to other foreign countries	.. ..
Total Treasure Imported	.. 98,916	Total Treasure Exported	.. 251,881
Total Treasure Imported and Exported	.. ..	Total Treasure	£350,797

British Consulate, Amoy, December 31, 1868.

(Signed) W. H. PEDDER, *Consul.*

(B.)—Indirect Trade (Coast or River Trade). Imports and Exports.

General Imports, in British and Foreign Vessels.	General Exports, in British and Foreign Vessels.	Total General Imports and Exports, in British and Foreign Vessels.	Imports in British Vessels, as distinguished from Foreign.	Exports in British Vessels, as distinguished from Foreign.	Total Imports and Exports in British Vessels, as distinguished from Foreign.	Remarks.
£ 528,244	£ 645,731	£ 1,173,975	£ 217,369	£ 256,186	£ 473,555	

Treasure.

Imported in British vessels	£ 106,595	Exported in British vessels	£ 242,801
Imported in foreign vessels	£ 200,671	Exported in foreign vessels	£ 1,912
Total	£ 307,266	Total	£ 244,813
Total Treasure Imported and Exported in British and Foreign Vessels	£ 552,079		

British Consulate, Amoy, December 31, 1868.(Signed) W. H. PEDDER, *Consul.*

(C.)—SHIPPING RETURN, 1868.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
237	103,351	..	£ 1,175,145	237	103,366	..	£ 344,618	474	206,717	..	£ 1,519,763

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
187	52,842	..	£ 439,408	180	49,991	..	£ 430,219	367	102,833	..	£ 869,627

Total British and Foreign Entered:—				Total British and Foreign Cleared:—				Total British and Foreign Entered and Cleared:—			
Number of Vessels	..	..	424	Number of Vessels	..	..	417	Number of Vessels	..	..	841
Tonnage	..	..	156,193	Tonnage	..	..	153,357	Tonnage	..	..	309,550
Number of Crew	..	..	..	Number of Crew	..	..	..	Number of Crew	..	..	..
Value of Cargo	..	..	£ 1,614,553	Value of Cargo	..	..	£ 774,837	Value of Cargo	..	..	£ 2,389,390

British Consulate Amoy, December 31, 1868.

(Signed) W. H. PEDDER, *Consul.*

No. 11.

Acting Consul Alabaster to Mr. Hammond.—(Received June 26.)

Sir,

Swatow, April 15, 1869.

I HAVE the honour to inclose the Import and Export Tables for this Port, which had not been completed when copy of the Trade Report was dispatched to the Foreign Office.

I have, &c.

(Signed) CHAL. ALABASTER.

Inclosure 1 in No. 11.

TABLE showing Imports at Swatow during 1868.

Name of Article.	Classifier of Quantity.	Quantity.	Value.
			Dollars.
Raw cotton, cotton yarn, and textile manufacture	..	..	2,372,304
Copper, sheet	Piculs	1	50
Iron, nail, rod, and bar	..	6,304	18,912
„ hoop	..	56	196
„ nails ..	..	14	98
„ plates and sheets	..	7	35
„ wire ..	..	349	2,443
Lead in pigs	..	775	6,431
Quicksilver	..	3	171
Steel ..	..	254	1,270
Tin slabs ..	..	2,612	58,769
„ plates ..	..	6	38
Yellow metals and nails	..	12	312
Bamboo ..	..	3,280	95
Barley, pearl	..	145	725
Beans or peas	..	1,139	2,847
Betel nut ..	..	485	1,358
Bicho de mer, white ..	..	165	1,815
„ black ..	..	393	11,790
Birds' nests	..	6	9,000
Buttons, brass	..	65	195
Camphor refuse	Catties	70	1,050
Cane ..	Pieces	32,220	479
Charcoal ..	Piculs	22	18
Clocks ..	Pieces	24	141
Cloves ..	Piculs	16	160
Cochineal ..	..	1	75
Cotton seed	..	1 578	12,624
Cordage, Manilla	..	10	110
Cutch ..	..	5	45
Eggs, preserved	Pieces	3,100	24
Fish, cuttle	Piculs	592	11,840
„ dried ..	..	230	1,150
„ maws	..	34	850
„ salt ..	..	93	372
„ shells	..	156	2,340
„ skin ..	..	296	1,036
Flints ..	..	3,709	3,709
Gambier	..	185	647
Gamboge ..	..	1	50
Ginseng, American, crude	..	11	1,980
„ „ clarified ..	..	56	13,440

Name of Article.				Classifier of Quantity.	Quantity.	Value.
						Dollars.
Glass, window	..	..	..	Boxes	37	192
Ground nut	..	..	..	Piculs	4,141	12,846
" cake	..	..	..	"	73,341	124,684
Gum, myrrh	..	..	..	"	6	54
" olibanum	..	..	..	"	25	161
Hartall	..	..	..	"	3	54
Hemp	..	..	..	"	302	6,040
Hide cuttings	..	..	..	"	168	537
Hide, buffalo	..	..	..	"	339	2,440
" elephant	..	..	..	"	2	13
" rhinoceros	..	..	..	"	36	288
Hoofs, cow	..	..	..	"	35	70
Horns, buffalo	..	..	..	"	158	1,580
" rhinoceros	..	..	..	"	10	1,000
Indigo, liquid	..	..	..	"	626	1,502
Iron, old	..	..	..	"	565	847
" safes	..	..	..	Pieces	5	125
Isinglass	..	..	..	Piculs	15	675
Lacquered ware, Japan	..	..	..	"	3	175
Lamps	..	..	..	Pieces	5	24
Lead, tea, old	..	..	..	Piculs	26	131
Leather	..	..	..	"	2	34
Maccaroni	..	..	..	"	102	612
Mangrove bark	..	..	..	"	1,970	3,545
Matches, wood	..	..	..	Dozens	2,128	532
Medicine	..	..	..	Piculs	69	345
Mirrors	..	..	..	Pieces	160	51
Mushrooms	..	..	..	Piculs	118	7,080
Oil, bean	..	..	..	"	8,228	49,368
" kerozine	..	..	..	"	52	260
" paint	..	..	..	"	46	41
Paints, assorted	..	..	..	"	21	31
Paper ashes	..	..	..	"	5	31
Pepper, black	..	..	..	"	2,049	12,806
" white	..	..	..	"	239	2,390
Pewter ware	..	..	..	"	1	28
Putchuck	..	..	..	"	3	90
Rattans	..	..	..	"	1,296	3,564
" split	..	..	..	"	77	169
Rice	..	..	..	"	85,733	150,032
" red	..	..	..	"	14	70
Rope, European	..	..	..	"	138	2,070
Rose, maloes	..	..	..	"	28	1,750
Sago	..	..	..	"	59	265
Seaweed	..	..	..	"	216	2,831
Sasamum seed	..	..	..	"	283	1,075
Sharks' fins, black	..	..	..	"	220	2,970
" white	..	..	..	"	84	1,764
Skins, pig	..	..	..	"	133	1,330
Sinews	..	..	..	"	1	20
Smalts	..	..	..	"	..	..
Snuff	..	..	..	"	3	750
Sugar, white	..	..	..	"	27	162
Tallow, vegetable	..	..	..	"	14	98
Tar	..	..	..	"	42	177
Timber planks, hard wood	..	..	..	Pieces	523	183
" " soft wood	..	..	..	Square feet..	416	249
" " teak	..	..	..	Cubic feet	216	216
" beams, hard wood	..	..	..	Pieces	420	8,400
" poles	..	..	..	"	1,267	1,013
Turmeric	..	..	..	Piculs	4	14
Umbrellas	..	..	..	Pieces	56	168

Name of Article.				Classifier of Quantity.	Quantity.	Value.
						Dollars.
Ultramarine	..	..	..	Piculs	14	252
Varnish	..	..	..	"	6	108
Wax, yellow	..	..	..	"	13	910
Wire rigging	..	..	..	"	15	100
Wood, fragrant	..	..	..	"	122	732
" krangee	..	..	..	Pieces	255	5,100
" laka	..	..	..	Piculs	86	258
" sandal	..	..	..	"	766	7,660
" Japan	..	..	..	"	3,299	8,576
" scale	..	..	..	Pieces	19,835	1,690
Opium	..	..	..	Piculs	4,272	2,774,291
Bean cake	..	..	..	"	634,452	1,015,123
Beans and peas	..	..	..	"	149,818	337,990
Almonds	..	..	..	"	280	5,600
Aniseed, star	..	..	..	"	11	88
Bamboo, split	..	..	..	"	1,882	3,387
" ware	..	..	..	"	48	1,341
Barley, pearl	..	..	..	"	1,578	6,312
Bicho de mer, black	..	..	..	"	4	200
Brass, buttons	..	..	..	"	1	30
" ware	..	..	..	"	9	315
" wire	..	..	..	"	12	480
Camphor	..	..	..	"	6	180
Caps, felt	..	..	..	Pieces	11,402	2,736
" silk	..	..	..	"	890	178
Cardamoms, inferior	..	..	..	Piculs	38	2,280
" superior	..	..	..	"	9	661
China root	..	..	..	Pieces	34	68
China ware, fine	..	..	..	Piculs	64	1,984
" coarse	..	..	..	"	77	847
Cinnabar	..	..	..	"	6	480
Cutch	..	..	..	"	8	72
Dates, black	..	..	..	"	1,191	8,337
" red	..	..	..	"	426	2,556
Eggs, preserved	..	..	..	Pieces	42,464	552
Earthenware	..	..	..	Piculs	14	28
Fans, gauze	..	..	..	Pieces	831	166
" paper	..	..	..	"	1,087	163
Feathers, birds	..	..	..	Piculs	1	20
Felt cuttings	..	..	..	"	54	242
Fish, cattle	..	..	..	"	368	7,360
" dried	..	..	..	"	41	410
" salt	..	..	..	"	33	264
Flower roots	..	..	..	Pieces	1,311	25
Fruits, fresh	..	..	..	Piculs	208	624
Fungus	..	..	..	"	717	20,076
Garlic	..	..	..	"	65	97
Ginseng, Corean, 1st quality	..	..	..	Catties	118	1,770
" " 2nd "	..	..	..	Piculs	4	4,000
" native	..	..	..	"	18	6,360
Glass ware	..	..	..	"	29	464
Glue	..	..	..	"	41	410
Ground nut cake	..	..	..	"	1,400	2,100
Gypsum	..	..	..	"	3,307	3,307
Hams	..	..	..	"	69	1,725
Hair, goats	..	..	..	"	182	873
Hartall	..	..	..	"	6	28
Hats, mandarin	..	..	..	Pieces	30	83
" rattan	..	..	..	"	420	55
" straw	..	..	..	"	1,260	132
Hemp	..	..	..	Piculs	9,816	227
" twine	..	..	..	"	4	20

Name of Article.	Classifier of Quantity.	Quantity.	Value.
			Dollars.
Hides, buffalo	Piculs ..	155	1,116
„ cuttings	„ ..	85	272
Horns, deer, old	„ ..	23	1,725
„ „ young	Pairs ..	256	5,120
Hoofs, buffalo	Piculs ..	29	58
Indigo, dried	„ ..	10	200
„ liquid	„ ..	182	436
„ seed	„ ..	17	255
Ink	Catties ..	39	43
Iron ware	Piculs ..	3	30
„ wire	„ ..	159	2,862
Isinglass	„ ..	13	585
Kittysols	Pieces ..	110	11
Lamps, tin	„ ..	264	50
Lead, red	Piculs ..	78	936
„ white	„ ..	10	110
„ yellow	„ ..	9	108
Leather	„ ..	168	2,940
Lily flowers, dried	„ ..	1,817	25,438
Liquorice	„ ..	381	2,667
Looking gla-ses	„ ..	750	110
Lotus nuts	„ ..	145	1,450
Manure cakes	„ ..	4,994	14,982
Mats	Pieces ..	148,870	10,421
Medicine	Piculs ..	5,925	74,063
Melon seed	„ ..	414	1,863
Mushrooms	„ ..	24	1,680
Mussels, dried	„ ..	142	781
Nut galls	„ ..	13	156
„ white	„ ..	53	318
Oil, beans	„ ..	1	7
„ sesamum	„ ..	20	200
„ wood	„ ..	65	507
Olives	„ ..	6	90
Opium husks	„ ..	8	280
Paper, 1st quality	„ ..	7	66
Pewter ware	„ ..	1	31
Paint, green	„ ..	16	400
Prawns, dried	„ ..	40	800
Preserves	„ ..	3	30
Putchuck	„ ..	83	1,660
Raisins	„ ..	10	250
Rice	„ ..	2,960	7,104
Ronge	Pieces ..	20,000	80
Samshoo	Piculs ..	2,924	35,088
Scales, money	Pieces ..	32	60
Seaweed	Piculs ..	127	1,270
Sesamum seed	„ ..	1,049	4,720
Shellfish	„ ..	57	2,850
Shoes, satin	Pairs ..	727	727
„ straw	„ ..	9,647	1,447
Skins, hare	Pieces ..	7,583	417
„ sheep	„ ..	371	185
Sinews, buffalo	Piculs ..	1	17
Snuff, native	„ ..	139	3,475
Spectacles	Pairs ..	590	40
Tallow, animal	Piculs ..	656	7,872
Tea	„ ..	650	26,000
Tobacco	„ ..	17	255
„ leaf	„ ..	444	2,886
Turnips, salted	„ ..	17	34
Varnish	„ ..	226	6,780

Name of Article.	Classifier of Quantity.	Quantity.	Value.
			Dollars.
Vermicelli	Piculs ..	3,805	34,245
Vermilion	" ..	8	400
Wax, white	" ..	15	1,016
" yellow	" ..	5	375
Wheat	" ..	21,056	37,950
Wood, poles	Pieces ..	21	21
Total	..	..	7,645,456

Inclosure 2 in No. 11.

TABLE showing Exports at Swatow during 1868.

Name of Article.	Classifier of Quantity.	Quantity.	Value.
			Dollars.
Sugar	Piculs ..	815,919	3,256,961
Paper, 1st quality	" ..	4,425	39,825
" 2nd "	" ..	20,824	124,944
Almonds	" ..	1	18
Bamboo shoots	" ..	4	16
" split	" ..	14	25
" ware	" ..	310	930
Bean curds	Pieces ..	7,330	44
Betel leaf	Piculs ..	1,411	3,104
" " dried	" ..	16	160
" nuts	" ..	152	456
" " husk	" ..	24	60
Brass, old	" ..	15	300
" ware	" ..	5	150
Bricks and tiles	Pieces ..	294,900	487
Canes	" ..	9,900	277
Candles	" ..	52	520
Capoor cutchery	Piculs ..	948	10,428
Caps, felt	Pieces ..	735	176
Cardamoms, inferior	Piculs ..	4	240
Cassia	" ..	115	1,840
Chestnuts	" ..	114	570
Chinaware, coarse	" ..	1,885	4,145
Chestnuts, water	" ..	285	570
Cinnamon	" ..	9	450
Copper sheathing, old	" ..	11	187
Dates, black	" ..	13	91
Earthenware	" ..	1,684	1,684
Fans, gauze	Pieces ..	307	76
" paper	" ..	104,750	3,142
Feathers, birds'	Piculs ..	175	1,400
Felt cuttings	" ..	1	4
Fire crackers	" ..	14	168
Fish, cuttle	" ..	260	5,980
" dried	" ..	328	1,968
" maws	" ..	11	352
" salt	" ..	270	1,080
" shells	Pieces ..	112,512	3,374
" skins	Piculs ..	95	475

Name of Article.	Classifier of Quantity.	Quantity.	Value.
			Dollars.
Fruits, dried and salted	Piculs ..	1,131	1,696
Garlic	" ..	873	1,746
Ginger	" ..	320	320
Glue	" ..	7	70
Grass cloth, coarse	" ..	1,625	48,750
" fine	" ..	3	300
Hair, human	Value ..	..	83
Hats, bamboo	Pieces ..	2,000	44
Hemp thread	Piculs ..	112	3,639
" skin	" ..	3,790	7,580
Horns, buffalo	" ..	11	55
Indigo, liquid	" ..	290	812
Ironware	" ..	1,392	11,831
Iron wire	" ..	18	180
" unmanufactured	" ..	194	679
Joss sticks	" ..	260	2,080
Kittysols	Pieces ..	7,245	724
Lamp black	Piculs ..	2	14
Leather	" ..	116	2,320
Lily flowers, dried	" ..	15	210
Liquorice	" ..	7	49
Lotus nuts	" ..	12	84
Lungnans, dried	" ..	24	120
Medicine	" ..	705	3,172
Macaroni	" ..	842	5,052
Nankeens	" ..	169	922
Mats	" ..	4,260	298
Needles	Pieces ..	4,640,600	475
Mussels, salt	" ..	33	33
Olive seed	" ..	26	182
Nuts, white	" ..	4	24
Oranges, dried	" ..	404	1,414
" fresh	" ..	2,438	2,924
Olives	" ..	1,085	2,712
" peel	" ..	921	2,025
Oil, wood	" ..	8	62
Pens, native	Pieces ..	63,280	110
Peas	Piculs ..	549	1,647
Pewter ware	" ..	5	157
Plums, black	" ..	342	2,394
Potash	" ..	148	888
Potato flour	" ..	7,398	11,096
Prawns, dried	" ..	206	5,150
Preserves	" ..	2,191	32,865
Rattan ware	" ..	93	930
Rice, red	" ..	685	3,768
Seaweed	" ..	83	332
Sea shells	" ..	231	1,848
Sharks' fins, black	" ..	54	729
" white	" ..	26	546
Shell fish	" ..	3	37
Shoes, silk	Pairs ..	2,731	1,637
" straw	" ..	3,329	499
" soles	" ..	700	104
Silk, yellow	Piculs ..	..	480
Sinews, buffalo	" ..	..	68
Stick lac	" ..	..	110
Sarojam potatoes	" ..	..	132
Tea	" ..	..	1,330
Tea-nut cake	" ..	..	46
Tobacco	" ..	..	70,801

Name of Article.				Classifier. of Quantity.	Quantity.	Value.
						Dollars.
Tobacco leaf	..	..	..	Piculs	..	204
Varnish	..	..	..	"	..	1,200
Vegetable salt	..	..	..	"	..	11,199
„ seed	..	..	..	"	..	2,555
Vermicelli	..	..	..	"	..	693
Wax, white	..	..	..	"	..	720
Vinegar	..	..	..	"	..	1,219
Wood poles	..	..	..	Pieces	..	38
Total	..	..	..		..	3,724,890

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COMMERCIAL REPORTS

FROM

HER MAJESTY'S CONSULS

IN

CHINA AND SIAM.

1869.

(In continuation of Reports presented to Parliament
July 26, 1869.)

*Presented to both Houses of Parliament by Command of Her Majesty.
August 1869.*

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1869.

LX 506

LIST OF REPORTS.

CHINA.

[illegible]

SIAM.

Bangkok 184

No. 12.

Consul Mongan to Mr. Hammond.—(Received July 12.)

Sir,

Tien-tsin, April 17, 1869.

I HAVE the honour to inclose my Report upon the trade of Tien-tsin for the year 1868, also two general Tables, which are compiled from the Custom-house Returns, and enumerate in detail the foreign imports and native exports, giving at the same time the total values of the import and export trades.

Three printed forms of summaries of the British and Foreign Direct and Indirect Trade and Shipping, marked respectively A, B, and C, are likewise inclosed. These have been filled up as fully as the Register and Returns for 1868 permitted.

I have, &c.

(Signed) J. MONGAN.

Inclosure in No. 12.

Report on the Trade of Tien-tsin for the Year 1868.

THE total value of the Tien-tsin trade in 1868—as divided into import, export, and transit trades—was 8,008,504*l.* 1*s.* 8*d.*, showing an increase in value, as compared with that of 1867, of 1,828,034*l.* 6*s.*, and a decrease in value, as compared with that of 1866, of 287,813*l.* 12*s.* 4*d.*

Whilst the trade of 1867, however, was most injuriously affected by the unparalleled drought, and consequent bad harvest, of that year, that of 1868 was undoubtedly fostered by the good harvest of last year. It had, nevertheless, in another respect, to contend with an exceptionally untoward state of things, by which the trade of 1866 was not at all, and that of 1867 only partially, affected, viz., the prolonged anarchy which prevailed in this province during the greater portion of the season.

It is true, as stated in my last year's Report, that during the autumn of 1867, "food riots took place in various districts, and bodies of mounted robbers roamed almost unchecked about the country;" but the sporadic brigandage of that year was eclipsed completely by the two rebel raids of 1868, made by an organized host of some 30,000 Nien-fei, who plundered five cities, ravaged the whole province to the south of Tien-tsin and Paou-ting-foo, and kept the field for months against an overwhelming majority of Imperial troops.

The districts which were devastated alternately by rebels and Imperialists during these two raids, are comprised within the 36th and 39th degrees of north latitude, and the 114th and 118 of east longitude; they include the larger half of intramural Chi-li, and the rich plains of north-western Shang-tung that extend northwards from the left bank of the Yellow River, the course of the Grand Canal from its junction with that river to Tien-tsin, forming a well-defined line of demarcation between the two areas, overrun by the Nien-fei and their opponents. The country to the west of the canal was the scene of the first invasion, its chief object being apparently the capture of Paou-ting-foo, the provincial capital; and the country to the east of the canal was the scene of the second, its chief object being the capture of Tien-tsin.

These Nien-fei, who thus invaded the metropolitan province last year,

formed, I believe, portion of a host that left Honan in 1866, and passed through Shan-si into Shen-si to co-operate, it was thought, with the Mahommedan rebels in the latter province, and in the remote wilds of Kan-suh. Their leaders were Sung Ching-shi and Chang Tsung-yü, the former of whom had not long since been in the Imperial service, whilst the latter had been associated with a well-known chief of the Shan-tung Nien-fei, named Lai Wên-kuang, who was captured and beheaded by Li Hung-chang in the Kiang-nan province in October 1867.

Chang Tsung-yu seems to have held the chief command, and his name inspired such terror that he was called by his followers, "Hsiao Yeng Wang," or "Little King of Hell," it being currently reported amongst them that he could kill men with his glance. It is said that the Nien-fei, under these two leaders, crossed the Yellow River from Shensi into Shansi in the winter of 1867, with the view of relieving Lai Wên-kuang, and that on marching through the latter province, and emerging on its south-eastern frontier by the passes of the Tai Hang Mountains into Honan, they heard of the death of the Shan-tung chief, and thereupon invaded Chili, and directed their march in the first instance upon Paou-ting-foo, by surprising which city they might obtain such a supply of arms and treasure as would enable them to make an attempt perhaps upon the capital of the Empire.

On the 5th February, 1868, the foreign Consuls at Tien-tsin were officially informed by Chung-how of the entrance of the Nien-fei into Chi-li.

On the 8th it was reported that they were investing Paou-ting-foo; and on the 10th, that they had reached a place some forty-five miles to the northward of that city, and about the same distance from Peking.

Subsequently it appeared that the bodies of rebels who had advanced from Paou-ting-foo towards Peking were reconnoitring parties only; but such was the alarm caused in the capital by their first appearance, that Ling Pao-chên, Governor of Shan-tung, who with great promptitude had marched with 15,000 men into Chi-li as soon as the rebels entered it, and had halted, on the 10th February, between Paou-ting-foo and Tien-tsin, was ordered to continue his march northward and interpose his force between the Nien-fei and Peking. This order was fortunately, on Chung-how's urgent representation, I believe, quickly rescinded, and Ting took up a position which enabled him to some extent to cover Tien-tsin, and menace the right flank of the rebel army.

On the appearance of the Nien-fei before Paou-ting-foo, Kuan Wên, the Governor-General of Chi-li, withdrew his troops within the city, and shut the gates, not venturing to attack the invaders; but the want of artillery soon compelled them to raise the siege, and abandoning their position before the provincial capital, they now divided their force, and systematically plundered the surrounding districts, pressing into their ranks all the able-bodied youths that fell into their hands, and taking from the people silver, opium, and horses wherever found, but not otherwise wantonly robbing or maltreating them. When retreating before a hostile force, however, they destroyed everything in their way, and burned the villages, to prevent their pursuers getting supplies or shelter; and whenever they met with armed resistance, and overcame it, they showed no mercy.

During February there were many skirmishes between Governor Ting's troops and the rebels, and three cities were taken, plundered, and abandoned by the latter, who, at the end of the month, reoccupied their position before Paou-ting-foo. At the same time large bodies of troops were stationed on the north and north-east of the provincial capital, at

places, and under officers whose names I need not here particularize, to prevent any advance towards Peking, and Tien-tsin was protected by Governor Ting's army at Ho-keen, and by Chung-how's rifles at Tsing-hai, on the east bank of the Grand Canal, and about twenty-three miles to the south-west of the city. The army of Honan also, under Li Hao-nien, Governor of that province, was guarding the passes of the Tai Hang Mountains, to intercept the Nien-fei if they should attempt to return into Shan-si, along the same road by which they had entered Honan and Chi-li, whilst Tso Tsung-tang, Governor-General of Shensi and Kansuh, and Commander-in-chief at this time of all the forces in the field, had reached Ching-ting on the south-west of the rebel position, which he was preparing to attack.

Meanwhile Pan Ting-sin, Provincial Treasurer of Shantung, but then acting under the orders of Li Hung-chang, Governor-General of Hunan and Hupeh, had arrived at King-chow, some fifty miles to the south-east of Ting's position at Ho-keen, in command of 5,000 troops, armed with foreign rifles, and the great Li himself, who was advancing very leisurely through Shantung towards the scene of action, had reached Lin-tsing, a city in that province, not far from the borders of Chi-li and situated at the junction of the River Wei with the Grand Canal.

At this time Li's heart did not seem to be in his work, and doubts were even whispered about his own loyalty. At the beginning of the month he had been censured in the "Peking Gazette" for the slowness of his movement, and deprived of his double-eyed peacock's feather and yellow jacket, and he was probably now jealous of the position accorded to Tso Tsung-tang.

It was, doubtless, with the view of extinguishing their mutual jealousy, and inducing these two great officers to act heartily in concert, that, on the 8th of March, 1868, the Prince of Kung was appointed Generalissimo for the special purpose of quelling this rebellion. The high mandarins then acting under his orders, and whose troops were engaged in operations more or less active, were seven in all; three of these, namely, the Governor-General of Chili and the Governors of Honan and Anhwy being placed under the orders of Tso Tsung-tang, Commander-in-chief of the Western Division, whilst Ting, Governor of Shantung, and Chung-how, the Northern Superintendent, were placed under the immediate orders of Li Hung-chang, Commander-in-chief of the Eastern Division.

After this arrangement had been made, Li Hung-chang became more active. On the 14th March, two mandarins arrived at Tien-tsin from his head-quarters, which were then at King-chow, with a requisition on Chung-how for 30,000 piculs of rice and 200,000 taels of silver, to be dispatched at once to Ting at Ho-keen, in anticipation of Li's arrival at the latter place, for which these officers reported that he was about to march at once with 40,000 men, or about one-half of his entire army. The other half was still in Shantung, and Chung-how subsequently informed me that the cost of this force, composed chiefly of natives of Li's own province, Anhwy, was 400,000 taels, or about 130,000*l.*, per month.

On the 17th March news reached Tien-tsin that the advanced guard of Li's army, under Kuo Sung-ling, a very brave officer, who had distinguished himself much during the Taeping rebellion, had fought three battles with the rebels, in the last of which they suffered severely, and some days later it was reported that Tso Tsung-tang had defeated them in a great battle, and that they were in full retreat.

The lengthening intervals at which successive items of intelligence were now received at Tien-tsin indicated that the scene of conflict was shifting to a distance, and in the first week of April it was known for certain

that the Nien-fei, followed by Tso Tsung-tang's army, had retreated into Honan.

Thus ended the first raid. Within a month afterwards the second occurred; but I must now state briefly what had happened at Tien-tsin during the continuance of the former before sketching the progress of the latter.

In the beginning of February, Tien-tsin was not in a good condition to resist a sudden onslaught, and it was well for our interests here that Chang Tsung-yu made his first attempt upon the provincial capital, instead of on this city. In many places along its southern face the city wall was so broken down as to be easily scalable without ladders, and the great rampart known as Sang-ko-lin-sin's Fally (which consists of a crenelated mud wall, surrounded by a deep wet ditch, and strengthened by mud forts at the points where it is pierced by the Pei-ho and Grand Canal, and which incloses within its circumference of sixteen miles not only the entire city and suburbs of Tien-tsin, but also the foreign settlement, and a considerable tract of country) had of late years been utterly neglected, and was rapidly crumbling to decay, being in some places levelled to the ground, and the débris thrown into the ditch, just opposite the openings, to make cart tracks into the plain outside for the public convenience.

As soon as it was known that Nien-fei had really entered Chi-li, Chang-how sent out against them a body of 2,500 men, the available force retained at Tien-tsin itself being about 3,000 strong, including 1,000 foreign drilled infantry, armed with foreign rifles, and a number of the horse-men, also armed with foreign weapons, which have been drilled by Mr. O. Brown, of the Customs service, and are generally known as Brown's troopers.

Thousands of workmen at the same time were forthwith employed in repairing and raising Sang-ko-lin-sin's wall, and clearing and deepening the ditch outside it; the walls of the city were hastily patched up; and the authorities enrolled and armed a considerable number of the worst characters in the place, rather to keep them from plundering the respectable inhabitants during a season of panic, than from any belief in the value of their assistance.

The majority of the foreign residents also formed themselves into a defence corps early in the month, on hearing that Tien-tsin was likely to be uncovered when Ting was ordered to march north for the defence of Peking, and Lieutenant Dunlop, of Her Britannic Majesty's gun-boat "Dove," drew up a plan for the protection of the lives and, as far as possible, of the property of the community, in the event of an attack being made upon the British Settlement.

The countermanding of Ting's northward march, however, and the news of the approach of other Imperial armies, together with the early breaking up of the ice in the Peiho and Grand Canal, soon dispelled all fear of an immediate attack. By the 17th of February the river was open, so that the gun-boat could then move freely up and down if necessary; and on the 26th two merchant-steamers arrived from Shanghai, only to find trade at a standstill, and to return three days later, taking away a considerable portion of the cargoes which they had brought up.

It is worthy of remark here that when the river opened it was currently reported amongst the native population of Tien-tsin that English soldiers were coming up from the south to defend the place; their number even was fixed at 2,000, and this rumour, however set afloat, had a very marked effect amongst the people in restoring confidence, whilst the withdrawal by Chung-how of a number of his men from Sang-ko-lin-sin's wall, at the beginning of March, contribute much to the same result. When after-

wards it became generally known, about the middle of the month, that Li Hung-chang was advancing in force upon the rebels, and when subsequently the news arrived of Kuo Sung-lin's successes, Tso Tsung-tang's victory, and Chang Tsung-yu's retreat, it was hoped that the rebel host, if not completely destroyed or broken up, had been finally driven out of the province.

This hope, however, was disappointed, for on the 24th April it was reported that the Nien-fei had crossed the Grand Canal into Shantung, and so rapid was their advance that in three days after this their scouts were close to Tien-tsin.

There is little doubt that Tso Tsung-tang was defeated in Honan by Chang Tsung-yü, and it is said that the latter, contrary to his own views, was then induced by Sung Ching-shi to make this second raid, which resulted in the utter ruin of the invaders, who were soon shut up, and eventually crushed, after a three months' struggle in the fatal quadrilateral formed by the Keen-ho on the north, the Grand Canal on the west, the Yellow River on the south, and the sea on the east.

When the rebel scouts appeared near Tien-tsin on the 27th April, a general panic ensued amongst the country people in the surrounding villages, who fled in thousands across the Pei-ho or inside the rampart wall, the rice-junks at the same time, then moored in hundreds along the right bank of the river, hastily moving over to the left.

Before this date, however, a French gun-boat had arrived, and foreign steamers and sailing-vessels filled the anchorage by the British settlement, whilst Sang-ko-lin-sin's wall and ditch, between the Peiho and the canal, had been thoroughly repaired; it was known too that Li Hung-chang's cavalry could not be far behind the rebels, and Chung-how's rifles, with their superior foreign weapons, had nearly all been reassembled at Tien-tsin.

Little fear, therefore, was entertained of the Nien-fei being able to force the lines, if unaided by treachery from within, of which, however, there was some apprehension, for otherwise this new raid seemed inexplicable. The first one had been most damaging to the prestige of the Imperial Government, Chang Tsung-yü and his horsemen having held their own for two months in the very heart of the province, plundered some of its richest districts, and then retreated into Honan, frustrating the combined attempts of all the armies under the commands of Li and Tso to surround and crush them. By the second raid, however, the rebels, with what proved a suicidal rashness, placed themselves again in the very midst of the vastly superior numbers of their enemies, who thus soon surrounded and ultimately destroyed them.

On the afternoon of the 27th April there was fighting to the westward of the city between Chung-how's rifles and the Nien-fei, the latter losing, it was said, some hundred killed, after which they turned to the south-east, their course to the Pei-ho being marked by the smoke and flame that burst out from the villages which they fired as they passed. About 30,000 Imperialists reached Tien-tsin the same night, and next morning we could see from the tops of the houses in the settlement that the whole length of Sang-ko-lin-sin's wall, from the Treaty joss house* to the river, a distance of about two miles, was black with men, the wall itself being decorated, *more Sinico*, with gaily coloured flags, which fluttered in the breeze at

* The temple in which the Treaty of Tien-tsin was signed on the 26th June, 1858. It stands in an isolated position upon the plain, just within Sang-ko-lin-sin's wall, about one mile from the South Gate of the city, and two from the river. In the campaign of 1860 it was used as an army hospital for the British force, and has lately been in part converted by Chung-how into a foundry for the manufacture of field-pieces and other guns, on the European model.

short intervals round its entire circumference. At the same time large masses of infantry and squadrons of cavalry, with flags innumerable, were marching across the plain outside towards the south-east, where the smoke went up from the burning villages, and thousands of horsemen were seen galloping about in all directions, whether rebels, or Imperialists we could not say, and unfortunately the firing of the villages was no conclusive proof as to the character of these horsemen, for, if not more, the Imperialists were certainly as much given to burning and plundering as the Nien-fei.

For my present purpose it is not necessary to follow in detail the further movements of the belligerents, and the succeeding events which preceded the final catastrophe may be very briefly noticed.

Within about a week of their appearance at Tien-tsin the Nien-fei again evacuated Chi-li, passing along the sea-coast into the north of Shan-tung, whereupon the Imperialists occupied in force the left bank of the Keen-ho, a small river which, issuing from the canal a few miles below Tsang-chow and flowing thence in a north-east direction, empties itself into the Gulf of Pecheli, some thirty-five miles to the southward of Taku. By opening the lock which is placed at the junction of the canal and river, a large quantity of water was now let into the latter, deepening its whole channel and flooding the low country near the sea; earthworks at the same time were rapidly thrown up along the north or left bank of the Keen-ho, and behind these a body of 10,000, soon after increased to 18,000, men were stationed.

On their retreat from Tien-tsin the rebels took and plundered the district city of Yen-chow, as, on their advance about a fortnight previously, they had taken and plundered the neighbouring city of Nan-pe; the former being about twenty miles to the south-east, and the latter about the same distance to the south-west of Tsang-chow, itself more than eighty miles south-west of Tien-tsin.

On the 14th May the rebels reappeared on the south of the Keen-ho, and were repulsed, when they attempted to force a passage by the troops on the north bank. Twice more before the end of June they made unsuccessful attempts to pass this river, and also endeavoured, but in vain, to cross the canal to the west and the Yellow River to the south,—the country inclosed by these three water-courses on the north, south, and west, and by the sea on the east, suffering fearfully meanwhile, during those dreadful weeks, from the predatory bands, Imperialist and rebel, by which it was completely overrun.

During the greater part of May and the early part of June we had, indeed, ghastly evidence of the work that was going on up-country, in the hundreds of dead bodies brought down by the waters of the canal into the Peiho, and floating daily in the river past the British settlement, many of these loathsome objects being the bodies of women and little children. Fears were entertained here that a pestilence would break out in consequence during the summer heats; but, providentially, the locks of the canal near its junction with the Yellow River in Shantung had been opened by Li-hung-chang in May, and the great body of water thus liberated swept down with such force into the Pei-ho in the following month (when the volume of water in the Yellow River had been increased by the early summer rains) as to overcome, for a time, the force of the flood tide from Taku to Tien-tsin, and carry all, or nearly all, the bodies out to sea.

On the 15th of June it was announced in the "Peking Gazette" that Tu-hsing-a, General in Command of the Banner Garrison of Moukden, had been appointed Imperial Commissioner, and was ordered to proceed to Tien-tsin and the neighbouring districts to aid Tso Tsung-tang and Li Hung-chang in putting down the rebellion. Four *corps d'armée* were

placed under his immediate orders, and permission granted him to move down to the scene of conflict, if necessary, the Tartar cavalry of the remote Manchoorian provinces of Kirin and Hei Lung-chiang.*

In the same Gazette, Li and Tso were censured for not having put down the rebellion within the space of one month, which had been the time granted them for this purpose by the Emperor in the middle of May, and were ordered now to redouble their efforts without waiting for the arrival of Tu-hsing-a. Chung-how also was attached to the new General as Chief of the Commissariat and War Departments, but instructed at the same time to make Tien-tsin his head-quarters, the defence of the city being specially committed to him.

Some time after this, Tu-hsing-a reached Tien-tsin, and proceeded to Tsang-chow; but before the troops which had been placed under his orders had been collected from their various stations in other parts of the province, Li-hung-chang's strategy had at length succeeded, and, on the 20th of August, a despatch forwarded at the rate of 600 li (200 miles) per day reached Peking announcing the complete suppression of the rebellion, which had been quenched in blood, and the death of Chang Tsung-yü, who had been drowned in attempting to escape after the last great defeat of the rebels.

Nothing was then said, nor has anything been since recorded in the "Peking Gazette" respecting the fate of Sung-Ching-shi, but it was afterwards commonly reported that when the movement was collapsing, he had been beheaded by order of Chang Tsung-yü for having, by his advice, induced the latter to undertake this ill-fated raid.

When the news of the destruction of the rebels reached Peking, the Prince of Tun, brother of the Prince of Kung, was deputed to proceed to the Imperial mausolea, and perform at the tomb of the late Emperor Hien-fung the solemn rite of announcing to the shade of the departed monarch the intelligence of victory, which is performed by kneeling at a table that is placed in front of the grave, covered with an offering of cooked and uncooked meats, fruits, and wine, and then burning, in the same position, a sacrificial paper inscribed with an account of the campaign.

The Vice-President of the Board of Works at Moukden was sent to perform the same solemn ceremony before the tomb of the late Mongolian Prince, Sang-ko-lin-sin, who had been killed in battle by the Nien-fei in 1865; and the Mandarins who had been actively engaged in the field, as well as those who had indirectly contributed to the successful issue of the struggle, were duly honoured.

In the Gazette of the 27th August, Li Hung-chang was created a Senior Guardian of the Heir Apparent, and an Assistant Minister of State. Tso Tsung-tang receiving also the former title, and the Board of Rites being instructed to determine what military reward of the first class should be conferred upon him.

The Board was to determine, in the same manner, what first class military reward should be granted to Ting, Governor of Shantung, Ying, Governor of An-hwuy, and Li, Governor of Honan—Ting and Ying both receiving the title of Junior Guardian of the Heir Apparent, and Li, the decoration of a single eyed peacock's feather.

Chung-how was made a Junior Guardian of the Heir Apparent, and was also decorated with a button of the first class, and a double-eyed peacock's feather; the Board of Rites was to consider what suitable reward should be conferred on Tseng Kwo-fan; and Kwan Wen, Governor-General of Chi-li, was restored to his former title and honours.

* The river Amoor separates this province from Russian territory.

No mention was made of Tu-hsing-a in this Gazette, and soon after the termination of Chang Tsung-yü's rebellion, Kuan-Wen was succeeded in the Governor-Generalship of Chi-li by Tseng Kwo-fan, late Viceroy of Nanking, who, not long since, reached his post at Paou-ting-foo.

In the above sketch of the two raids of the Nien-fei into Chi-li in 1868 the names of places in this province and in Shantung are spelt, not according to any system of orthography, but as generally given, I believe, in the maps in common use. The "map of the country round Peking," published by the War Office in 1859, will best show the position of the rivers and cities referred to in this Report, that of the Yellow River excepted, which no longer discharges itself, as generally depicted on the charts, into the Yellow Sea, in the 34th degree but now empties its waters mingled with those of the Ta-tsing-ho, into the Gulf of Pecheli, in the 37th degree of north latitude.

The reports that were current during the continuance of the raids respecting the number and equipments of the rebels were most conflicting. The popular estimate was from 50,000 to 60,000; but the mandarins informed me over and over again, whilst hostilities were going on, that the Nien-fei numbered 10,000 men only, and that of these only 3,000 were well armed; when, however, the struggle had ceased, the same mandarins said that the rebels had numbered at least 30,000; and when asked why they had previously persisted in saying 10,000, replied that it was "in order to quiet the minds of the people."

Some French Missionaries, who fled to this city at the beginning of March from the Jesuit mission at Hieuen-hien (about 120 miles south-west of Tien-tsin) which the rebels had then pillaged and partly burned, estimated their number at 20,000, and M. Deveria, the Acting French Consul writing to me on the subject from the account brought by these missionaries, said:—"Ces rebelles paraissent doués de beaucoup de courage. Les étrangers ne peuvent rien attendre de favorable de leur part. Leur cavalerie est formidable et obéit aux règles de la tactique militaire."

One of the Customs tidewaiters, acquainted with the Chinese language, fell in and conversed with a body of about 150 rebels near Tien-tsin, on the 27th April, and described them as being well-armed and mounted, each man having a carbine, two pistols, and a sword. He stated also, that they wore long hair and turbans, and told him that they were Nanking men, that their number was about 17,000, and that there were many Europeans amongst them. Another tidewaiter, who could also speak Chinese, met a similar body two days later, armed with lances, carbines, and pistols, and wearing long hair and turbans, who, in reply to his inquiries, told him that their force consisted of 100,000 men.

From what these two men saw of the rebels, it would seem that they were well armed; but a statement which I subsequently received from an Englishman named Buttle (who had formerly been in the Royal Artillery, but after purchasing his discharge in 1863, and then serving under Colonel Gordon in the "Ever Victorious Army," had, on its dissolution, entered the service of Li-Fu-tai (Li Hung-chang, and been employed for three years' against the Nien-fei in various parts of Shan-tung and Honan), makes me think that to be well-armed was the exception with these rebels, and to be ill-armed was the rule.

Buttle could form no estimate of their number, but said, in his statement:—"I have seen a great deal of the rebels; their usual tactics are to harass regular troops, but they seldom fight. They are, so far as I have seen, armed only with spears and knives. I have seen hundreds of them, and have only seen one man with a gingall. They carry off young men and women, but don't otherwise maltreat the people much unless they are

pursued, when they destroy everything in their way and burn the villages more to prevent their pursuers getting supplies than anything else. They use rude bamboo spears, with iron spikes. All that I have seen, unless the recruits, have long hair, and I have heard that some old Tai-pings are amongst them."

On the whole, I think, it may fairly be concluded, that the Nien-fei under Chang Tsung-yu, and Sung Ching-shi were about 30,000 strong, but that the equipments of the majority were very indifferent.

Some idea may now be formed of the injurious effect produced upon the trade of Tien-tsin by the two rebel raids of 1868, not only from the great destruction of property (and consequent diminution of purchasing power), which must have taken place over the large tract of country overrun, but, also, from the long-continued interruption of communication between Tien-tsin and some of the large inland markets which receive their supplies of foreign goods, and Southern Chinese and Straits' produce, either wholly or partially, through this port.

In my despatch of the 11th June, 1868, to Her Britannic Majesty's Minister (copy of which was sent to the Foreign Office), I gave such information as I had been enabled, with some trouble, to collect, respecting those great emporia, and the means of access to them. If, with regard to the above details of rebel movements, a reference be now made to the sketch map which accompanied that despatch, it will be seen that, for about two months, the first raid cut the chief tradal line of communication, which is partly a water, but principally a land, route between Tien-tsin and Tai-ku-hsien (in the prefecture of Tai-yuen-fu, in Shansi), the most important inland market in North China as regards the consumption of British products; and that the second raid cut, for more than three months, the great tradal routes between this port and Chang-tê-foo, in Honan, and Chi-nan-foo, in Shan-tung.

Having sketched thus generally the political events which affected commercial interests at Tien-tsin last year, the shipping and Trade statistics may now be considered.

1. *Shipping and Navigation.*

Taking the entries and clearances for 1868, the Shipping Returns show an increase of 41 vessels and 28,465 tons, as compared with 1867, and prove that more foreign shipping was employed in the trade of the port last year than in any previous year since the inauguration of transport in foreign bottoms at Tien-tsin, the entries and clearances from 1861 to 1868 inclusive, having been as follows:—

Table No. 1.

	Vessels.	Tonnage.
1861 . . .	111	27,161
1862 . . .	87	21,921
1863 . . .	134	36,276
1864 . . .	185	45,968
1865 . . .	209	60,049
1866 . . .	296	89,259
1867 . . .	256	80,346
1868 . . .	297	108,311

An American steamer of 230 tons which entered port last autumn (laden with machinery for the new Chinese powder-mills now in course of construction) and has not yet cleared, is not included in the above statement, neither is a small American sailing-vessel of 36 tons that

entered in ballast, and is now plying as a lighter between the outer and inner anchorages. If these two vessels were included the entries for 1868 would be 299 vessels of 109,077 tons, and the clearances 297 vessels of 108,811 tons.

The general increase, in number and tonnage, of the shipping employed in 1868 over that employed in previous years being thus made apparent, it will be seen from the next two Tables that in 1868, as compared with 1867, this increase has taken place altogether in the steamer traffic, and that the transport by sailing-vessels has somewhat decreased :—

Table No. 2.

Steamers.			1867.		1868.		Increase in 1868.	
			No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
British	..	..	56	22,348	80	36,120	24	13,772
American	..	..	29	15,702	56	32,347	27	16,645
Sundry	..	..	1	648	3	2,258	2	1,610
Totals	..	..	86	38,698	139	70,725	53	32,027

Table No. 3.

Sailing Vessels.			1867.		1868.		Increase in 1868.		Decrease in 1868.	
			No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
British	..	..	35	9,729	49	12,904	14	3,175	..	..
American	..	..	7	1,995	8	2,906	1	911	..	..
Sundry	..	..	128	29,924	101	22,276	..	..	27	7,648
Totals	..	..	170	41,648	158	38,086	15	4,086	27	7,648
Total decrease	..	..	..	..	..	..	..	..	12	3,562

The direct trade with England was represented in 1867 by one sailing-vessel of 461 tons, and, in 1868, by 3 sailing-vessels, of which the aggregate tonnage was 1,588 tons, viz., the "Challenger" 649, "Cymbeline" 390, and "Vigil" 549. These vessels brought cargoes consisting chiefly of cotton piece goods. The cost of conveyance of these goods by the direct ships from England to the outer Taku anchorage was 10s. per bale of 50 pieces, the cost of lighterage thence to Tien-tsin being about 2s. per bale, making the total cost from England to Tien-tsin 12s. per bale. The average cost of transport at the same time from Shanghai to Tien-tsin, made up of shipping, freight, and landing charges, was about 2½ taels, or 15s. 10d. per bale. Since the Chinese buyers of piece goods at Shanghai, however, as a rule, never insure their shipments to Tien-tsin per steamer, the difference between the higher rate of insurance from England to this port and the lower rate to Shanghai must be added to the freight and lighterage charges on the direct shipments. This additional charge and an extra per-centage on the cost of the merchandize, which may be added for the longer voyage, would probably make the cost of laying down a bale of shirtings direct from England at Tien-tsin equal to, but not more than, the present cost of its conveyance from Shanghai to Tien-tsin by steamer, and the sum of the charges for freight and insurance from England to Shanghai will, under present circumstances, represent about the

difference as to cheapness in favour of the direct over the indirect transport.

Of the other British sailing-vessels, 46 in number, which entered in 1868, 17 came from Shanghai,—5 of these laden wholly with rice and wheat, 7 with rice and other cargo, chiefly wheat, and 5 with general cargoes; 25 arrived from Hong Kong and the Formosan and coast ports, with sugar, paper, and other Chinese and Straits produce, the remaining 4 coming from Nagasaki, laden chiefly with Japanese tea and seaweed.

Twenty-eight out of the entire 49 British sailing-vessels cleared in ballast, and 21 with cargo.

The American sailing-vessels, one from Nagasaki excepted, were all from the coast ports. Six brought general cargoes, one rice, and one rice and sugar, two out of the eight clearing with cargo and the rest in ballast.

The great majority of all the other sailing-vessels, classed as "Sundry" in Table No. 3, were under the new North German flag, the minority being represented by the Danish, Dutch, French, Hawaiian, Russian, Siamese, and Swedish flags. Nearly all these vessels were engaged in the coasting trade, being employed almost exclusively in the transport to Tien-tsin, from the coast and Formosan ports and Hong Kong, of sugar, paper, rice, and other such products of Southern China, the Straits Settlements, and Siam.

Only 40 of them cleared with cargo, 61 having left in ballast, thus making with the English and American sailing-vessels a grand total, in 1868, of 95 sailing-vessels leaving in ballast against 63 with cargo.

This fact is significant of the chief drawback to a large development of the Tien-tsin trade in foreign bottoms, viz., the present paucity of its exports: a drawback which would soon be removed did the Peking Government—but give up its short-sighted policy of opposition to the efficient working, by foreign skill and capital, of the great northern coal-fields, or did it even improve, or permit foreigners to improve, the means of internal communication with existing coal-mines imperfectly worked as these are by the rude native machinery now employed.

The steamer traffic last year was carried on chiefly by the Shanghai Steam Navigation Company, with a fleet of four vessels, by Messrs. Trautmann and Company's two steamers, both purchased in August by a new Company, called the North China Steam Company, and by two other steamers that were chartered by the same Company on its formation in that month.

Large quantities of rice and grain were imported throughout the year by the steamers, in addition to the imports of which they are the regular and almost exclusive carriers up the coast, namely, cotton piece goods, woollens, opium, and Hankow tea for the Siberian market. Out of the 139 steamers that cleared in 1868, 11 left in ballast and 128 with cargo.

The importation of rice and grain was stimulated last year by an Imperial Edict, dated the 3rd January, 1868, issued in consequence of a Memorial presented by a metropolitan mandarin who had called the attention of the Government to the fact that, while food was dear in the north, the agriculturists of the south-eastern provinces were incurring losses from the low price of grain in their districts, and had recommended that steps should be taken to equalize prices and secure the food supply or the capital by encouraging importers.

Permission was granted by this Edict to native craft of all descriptions to carry rice from Shanghai, and the other seaports of the Kiang-su province, to Tien-tsin, free of duty, under certificates granted by the local mandarins. Chung-how soon afterwards reported to the Throne

that he had extended the privilege to foreign vessels, and his action in the matter was approved.

It is probable, however, that the shipment duty on rice may be reimposed before long, last year's harvest in the north having been a good one, and that, during the present year, therefore, a smaller number of foreign vessels will be required for the transport of this staple.

Nine sailing-vessels and 585 junks were employed in 1868 in carrying the tribute rice; but, unfortunately, that portion of it which was brought up by the former had to be delivered at Taku (either from this arrangement having been made by the shippers at Shanghae, or from the vessels that were employed being too large to come up the river), and the lighterage to Tien-tsin, when added to the freight from Shanghae, made the whole cost of conveyance heavier by the foreign vessels than if junks had been the carriers. There must have been some mismanagement one would think to produce such a result, but nevertheless, the failure of the experiment will most probably prevent any similar shipments being made this season and perhaps for some years to come, especially as there is another consideration in favour of the junk transport to which the authorities attach great importance, namely, that the junk owners are quite willing to wait until it suits the convenience of the officials to take delivery of their cargo, whilst foreign shipmasters, on the contrary, require their vessels to be discharged without delay.

Though nearly a hundred more rice junks entered the river in 1868 than in 1867, it is gratifying to be able to record that, owing to the plan of junk anchorages, drawn up by Mr. Commissioner Hughes, which was adopted last year by the Chinese authorities, and to the system of river police that was organized at the same time, the numerous bends in the upper portion of the river were kept clearer and the fairway more open in 1868 than in any one of the three preceding years since the Regulations of 1865 were made. The following Table, which shows how rapidly the annual arrivals of these junks have increased since that year, proves how necessary such precautions are:—

TABLE No. 4.

The rice fleet consisted of:—

							Junks.
In 1865	..	..	..	..	..	..	189
1866	..	..	..	..	..	..	335
1867	..	..	..	..	..	..	489
1868	..	..	..	..	..	..	585

The abuses connected with this rice tribute are manifold. Wholesale speculation with official collusion invariably occurs during its transport from Tien-tsin to Tung-chow, and the annual impressment of cargo boats by the Chinese authorities at this port, for the conveyance of the grain to the last named city, is a serious impediment to local traffic, and a fertile source of annoyance to the whole mercantile community, native as well as foreign.

Although there are at present 1,436 Government lighters available for use, no less than 560 private boats have already been impressed this year, and in order that such cargo boats as are employed by foreigners may remain exempt from seizure, they must each be supplied with a boat pass, under the seal and signature of a foreign Consul, and be countersealed by the Taoutae.

It is difficult to guard against the abuse of these passes, and there is reason to fear that they have been often sought for the mere purpose of selling to Chinese, and have also been transferred from hand to hand

amongst the boatmen themselves in order to protect their property from authorized or unauthorized seizure by the underlings of the local mandarin's yamên. In order to prevent such abuses, the passes which are sent into this Consulate for transmission to the Taoutae must all be written out by the applicant according to a prescribed form, and each paper certified by his signature, it being stated also in Chinese and English, upon the face of each pass, that it must, during the period for which it has been granted, be kept pasted on the mast of the boat, or, if she have no mast, on some conspicuous part of the boat herself. It is to be feared, however, that no devisable system of boat passes, considering the character of the Chinese police, can effectually prevent such documents being abused, and it would be better for the Taoutae to publish each year a list of the boats taken up by the Government, and to cause a short Chinese sentence, the equivalent of "For Tribute Rice Conveyance," or some such expression (which foreigners might easily recognize), to be painted in large characters on the outside of the pressed boats. If these were thus marked, the public might know at once what boats it was free to hire, and the owners of the unmarked boats would also know that the District Magistrate's police had no right to interfere with their liberty of action.

I have already urged upon the Taoutae, in conversation, the desirability of getting rid of boat passes altogether by some such means as the above, and I purpose soon to bring the matter forward in writing, and send copies of the correspondence to Peking.

Whilst writing of cargo boats, it may be here remarked that continued complaints have also been made for a long time respecting the boat charges levied at some of the barriers on the inner waters in this province.

These charges are made according to a scale of measurement based upon the boat's breadth only, no matter what its length or carrying capacity. Thus, at the Yuen-chia-kow barrier, for instance, which is under the jurisdiction of the Board of Revenue, and is situated about sixty miles from Tien-tsin, on that affluent of the Peiho by which coal boats come down from the vicinity of the Fang-shan mines to this port, the scale of charges shown in Tien-tsin cash and English currency is as follows:—

Table No. 5.

				Tien-tsin cash.	s. d.
Boats 6 feet broad and under.	Class 1, pay	..		1,500	3 1½
„ 6 to 7 feet broad and under.	Class 2, pay	..		1,740	3 7½
„ 7 to 8	„ 3	„		1,932	4 0½
„ 8 to 9	„ 4	„		2,220	4 7½
„ 9 to 10	„ 5	„		2,460	5 1½
„ 10 to 11	„ upwards	„ 6	„	2,700	5 7½

The cash of the paper currency and of accounts at this port is called Tien-tsin cash, as compared with the current copper coin it is invariably at 50 per cent. discount, so that 1,500 Tien-tsin cash are just equal to 750 copper cash. During 1868 the average rate of exchange between copper cash and Mexican dollars having been about 1,000 cash to 1 dollar, the sums given in the above Table have been converted into dollars at this rate, and then changed into sterling at 4s. 2d. per dollar.

All boats laden with dutiable articles pay, each time they pass the Yuen-chia-kow barrier, according to the above scale; boats laden, however, with articles of food, which are not dutiable, pay at this barrier only 672 Tien-tsin cash, or 1s. 5d., and empty boats and passenger-boats pay nothing.

As the dues are levied upon laden boats, therefore, it seems manifestly

fairer that they should be paid according to a scale based upon the actual amount of cargo in the boat, or, at least, upon its carrying capacity, and not merely on the measurement of its breadth.

Again, boats coming down the Peiho from Tung-chow must stop some three and a-half miles above Tien-tsin, and are detained while the boatmen go on to the city to pay the boat and coal duties, thus causing a delay, which is often very inconvenient, and which might easily be prevented by adopting the simple system of payment at the barrier.

I make these remarks upon boat charges with special reference to the contemplated opening of inland waters to foreign boats; and, further, in the hope that such barrier charges as may be leviable upon these may be framed on a better principle, and that unnecessary delays may be avoided. I would suggest, first, that the Consuls at this port should be furnished with an official list of the boat dues payable at each of the water-barriers within the Tien-tsin Customs district; secondly, that all such dues should be paid at once on the spot at which they are leviable; and, thirdly, that the revenue officers in charge of the barriers should give proper receipts for each payment.

The plan for a properly defined junk anchorage at Koku, which I submitted to his Excellency Chung-how in 1867, was adopted by him in 1868, and the anchorage limits have been satisfactorily fixed so as to give the junks a fair amount of space, and also to keep clear the sharp bend which the river takes at that point.

In my last year's Report I stated that 137 Canton and Fuh-kien junks arrived at Koku in 1867, and that the average yearly arrivals there for the quinquennial period then ended was 133, observing at the same time that the average for the next five years would probably be less, and that possibly within that period the southern junks might disappear altogether from the Koku anchorage. The arrivals in 1868 seem to indicate both the possibility and probability of such a result, for they were 81 only, against 137 in 1867, being a decrease of 56 junks in a single year. The fact is that the undoubted advantage in the way of speed and safety possessed by foreign sailing-vessels over junks are becoming yearly more appreciated by the thoroughly practical Chinese merchant, and the former class of vessels are, therefore, supplanting the latter in the coasting trade as vehicles of transport for native produce. These advantages also one would think must eventually commend themselves to the Chinese Government, which seems not unwilling to utilize the foreigner as a carrier along the coast, and thus they may lead in time to the substitution of foreign for native craft in the conveyance of the tribute rice.

Besides the clearer definition and better regulation of the Koku anchorage in 1868 it was intimated to the public last June that instructions had been given to ascertain the possibility of placing a lighthouse on the Sha-lin-tien Island on screw piles, and that if this were feasible orders would be given to erect one. The locality, I understand, has since been surveyed, but with what result I have not heard. I may mention, however, here that the British brig "Ellen Morris" grounded in May 1868 on one of the Sha-lin-tien shoals, but succeeded afterwards in getting off by sacrificing a portion of her cargo.

She was the sixth vessel, I believe, that had gone ashore upon these shoals since 1860, and the only one of the six which had not become a wreck.

2. Trade and Commerce.

(a.) Imports.—In 1868 the value of the import trade was as follows :—

				£	s.	d.
Foreign goods	..	..	..	3,688,491	4	4
Native produce	..	..	..	1,516,782	19	8
Treasure	..	..	..	682,662	14	4
Total	..	..	..	5,887,936	18	4

Of the foreign goods, the aggregate value of the cotton piece goods, woollens, and opium was 3,410,340*l.* 1*s.* 8*d.*, and that of all other foreign imports being only 278,151*l.* 2*s.* 8*d.* Of the native produce, the aggregate value of the sugar, silk piece goods, and paper was 803,488*l.* 3*s.* that of all other native produce being 713,294*l.* 16*s.* 8*d.*

As compared with 1867, there was in 1868 a very great advance in the value of cotton piece goods imported, a slight falling-off in that of woollens, and a considerable decline in that of opium, as exhibited in the following Table, which shows, however, that the aggregate value of these three great staples, and all other foreign imports, in the latter year exceeded that of the former year by more than three-quarters of a million sterling.

Table No. 6.

Foreign Imports.				1867.			1868.		
				£	s.	d.	£	s.	d.
Cotton piece goods	..	..	..	970,363	17	8	1,955,338	15	4
Woollens	..	..	..	249,379	15	0	223,383	19	0
Opium	..	..	..	1,429,420	7	0	1,231,617	7	4
All others	..	..	..	264,519	5	4	278,151	2	8
Totals	..	..	..	2,913,683	5	0	3,688,491	4	4
Total increase in 1868	..	..	..	..	..	..	774,807	19	4

The unusually large amount of treasure imported last year by the Chinese Government, chiefly for the use of Li-hung-chang's army, made the total value of the import trade in 1868 exceed, by more than 500,000*l.* sterling, its value in any previous year since the opening of the port; and although, in 1866, the total value of the imports, excluding treasure, was greater than in 1868, still, the aggregate value of the three most important ones was less in the former than in the latter year, in which the increase in cotton piece goods more than compensated for the decline in woollens and opium.

In 1866—

				£	s.	d.
The value of the goods and produce imported was	..	..	..	5,251,428	1	0
And that of the treasure was	..	..	..	63,871	0	8
Making a total of	..	..	..	5,315,299	1	8

And in 1868—

				£	s.	d.
The value of goods and produce was	..	..	..	5,205,274	4	0
That of treasure being	..	..	..	682,662	14	4
And the total being	..	..	..	5,887,936	18	4

Thus, on comparing the relative values of the import trade for the two years, it will be seen that, if treasure be included, 1868 exceeded 1866, as

already stated, by more than 500,000*l.*; and, if treasure be excluded, 1868 fell short of 1866 in the value of its imports by less than 50,000*l.* sterling.

As regards the import of treasure, however, last year was exceptional. In ordinary years, it is imported rather for the use of the foreign legations at the capital and Consulates at Tien-tsin than for trading purposes. I leave it out, therefore, in the following Table which I have compiled from the Custom-house Returns to exhibit the comparative values of goods and produce imported from 1861 to 1868 inclusive, that is, from the year in which foreign vessels first came to trade at this port under Treaty protection up to the present date.

Table No. 7.

Value of Imports:—				£	s.	d.
1861	..	..	..	..	1,587,789	3 0
1862	..	..	..	..	2,247,006	16 4
1863	..	..	..	..	1,987,154	11 8
1864	..	..	..	..	2,421,050	6 0
1865	..	..	..	..	3,689,938	7 8
1866	..	..	..	..	5,251,428	1 0
1867	..	..	..	..	4,267,954	16 0
1868	..	..	..	..	5,205,274	4 0

The above figures speak for themselves as to the consuming capabilities of the Tien-tsin market, and bear out the view which I expressed in my last year's Report, that the decline in the value of the trade during the previous year was only temporary, and that the trade of 1868 would approach the standard of 1866 rather than that of 1867, provided tranquillity were restored in North China. Tranquillity, it is true, was not restored in this province last year until the trading season was more than half over; but, this fact being taken into consideration, the above figures only prove more conclusively the recuperative power of the import trade under the increased demand arising from a good harvest, and in spite of a prolonged state of insecurity to life and property, and interrupted communication with inland markets, caused by the presence of both rebels and Imperialists.

For the next three Tables, which show the comparative quantities of the cotton piece goods, woollens, and opium imported from 1864 to 1868 inclusive and the first of which gives also the average price each year of the most important of those imports, viz., grey shirtings, I am indebted to Mr. Commissioner Hughes, by whom they were compiled, and who has kindly permitted me to incorporate them in this Report.

Table No. 8. Cotton Piece Goods.

Description of Goods.	1864.	1865.	1866.	1867.	1868.
	Pieces.	Pieces.	Pieces.	Pieces.	Pieces.
Grey shirtings	164,159	515,899	874,539	656,349	1,393,377
White shirtings	71,835	124,907	175,188	164,558	248,574
T-cloths	36,520	85,884	97,542	126,393	505,359
All other kinds of cotton piece goods	66,868	132,318	250,712	245,100	392,927
Average price per piece of 8½ to 8¾ grey shirtings ..	s. d. 23 9	s. d. 25 4 to 20 11	s. d. 17 11	s. d. 15 10	s. d. 14 4

N.B.—The prices in the above table given by Mr. Hughes in taels have been converted into sterling, at 6*s.* 4*d.* per tael.

Table No. 9. Woollens.

Description of Goods.	1864.	1865.	1866.	1867.	1868.
	Pieces.	Pieces.	Pieces.	Pieces.	Pieces.
Camlets, English	4,661	10,297	11,649	10,667	15,521
„ Dutch	..	..	60	80	552
„ imitation and bombazettes	990	1,958	1,689	650	552
Lastings	2,322	2,648	5,239	5,719	5,052
„ imitation	8,983	9,401	6,335	3,244	1,200
„ crape	..	40	11,579	11,580	1,432
Spanish stripes	6,743	5,552	3,794	3,500	6,639
„ inferior	..	738	879	240	13
All other kinds of woollens and woollen and cotton mixtures ..	4,420	41,447	60,403	70,680	76,301

Table No. 10. Opium.

Description of Goods.	1864.	1865.	1866.	1867.	1868.
	Piculs c.	Piculs c.	Piculs c.	Piculs c.	Piculs c.
Malwa	2,595 48	4,349 50	7,514 3	7,240 76½	6,879 59
Patna	152 64	717 63	773 0	393 60	148 60
Benares	9 60	364 80	500 40	104 40	232 80
Persian	4 0	108 50	271 61	122 60	118 0
Turkey	..	48 46	11 6	..	..
Prepared	42 92½	65 18½	92 73½	33 27	42 87½

N.B.—One picul = 100 catties = 133½ lbs. avoirdupois.

An inspection of Tables 8 and 9 will show the cottons and woollens most in demand in this market. From the statistics of the China trade for the last three years, I believe it could be proved that Tien-tsin consumes more cotton piece goods than any other of the open ports, Shanghai not even excepted, if the re-exports be deducted from the imports, and yet the teeming millions of the working classes of this country do not wear our cotton cloth, the more durable homespun product of manufacturing China being universally preferred by them to the more elegant-looking but less serviceable product of “machina-facturing” Britain.

It will be seen from Table No. 10 that the quantity of opium imported has been decreasing gradually since 1866, and that the importation of Malwa, which is far in excess of all other descriptions of the drug, had reached its maximum in that year, whilst its importation in 1865 had nearly doubled that of 1864. In my report upon the trade of Tien-tsin for 1866 I drew attention to the fact that the increase in the importation of opium in that and the previous year had been immediately preceded by an Imperial edict issued on the 28th April, 1865, which prohibited the cultivation of the poppy throughout the Empire, and stated that though at first the operation of this Edict was beneficial to the trade in foreign opium, the poppy was still grown extensively, and the prohibition would prove ineffectual. That such has hitherto been the result is proved by the fact of another edict having been issued on the 31st of January last, redirecting all Viceroys and Governors to cause proclamations to be issued forbidding altogether the cultivation of the poppy, which is stated to have been introduced from Kansuh into Shên-si and Shan-si, and afterwards grown in the provinces of Kiang-su, Honan, and Shantung.

This Edict may have some temporary effect in checking the production of native opium; but so small is the efficient control that the Central Government can exercise over many of the provincial mandarins, and so universal is the corruption of the lower officials, that one may safely say the effect will not be lasting or widespread.

Shên-kuei-fên, late Governor of Shen-si, and now a Vice-President of the Board of Revenue at Peking, said to be a man of considerable influence at Court, procured the promulgation of the Edict of 1865; and I have heard from a Chinese merchant, that it was commonly said at the time in North China, that he (Shên) had received 2,000 taels from the English merchants for memorializing the Emperor to prohibit the planting of the poppy.

The Edict of 1869 was issued on the memorial of one of the Censors, named Yu Po-chuan; the ground of objection to the poppy stated by him, as by Shên in 1865 being, that its cultivation interfered with the production of food for the people.

The Chinese Government look with such disfavour upon the withdrawal of land from the cultivation of rice and grain, that in former years* prohibitory decrees have more than once been issued against the further extension of cotton cultivation in the Northern provinces; and I have lately been informed, on good native authority, that proclamations are now yearly put forth in the districts of this province in which potatoes are much grown, forbidding their cultivation on the same ground of its tendency to encroach upon the cultivation of grain.

I have endeavoured, without success as yet, to get copies of the prohibitory proclamations that are issued by the local authorities of the poppy and potato districts; but I understand these proclamations attach no specific penalty to a breach of regulation, but are rather in the nature of official appeals to the understanding of the people, argumentative and admonitory in tone, and containing only vague and general threats of an unspecified punishment for the crime of disobedience.

If such be the case, it is not to be wondered at that their promulgation tends more to afford Chinese officials an occasion of extorting money from the pockets of producers than to stop in any appreciable way the production of the forbidden staple.

I have been unable, however, to collect any reliable statistics whereon an approximately fair estimate could be made of the extent to which foreign opium is affected at this port by the sale of its native rival; but I have little doubt that the competition of the latter has had much to do with the declining price of the former since 1866, and that at the same time the increased production of the native has lessened the importation of the foreign article.

In 1866, the importation of Malwa was, in round numbers, 7,514 piculs, and its average price $620\frac{5}{100}$ taels per picul; in 1867, its importation was 7,240 piculs at an average price of $583\frac{2}{100}$ taels per picul; and in 1868, 6,879 piculs, at an average price of 529 taels per picul.

Thus, since 1866, as regards Malwa, it is certain that a yearly diminishing importation has accompanied a yearly falling price, plainly indicating a decreasing demand for foreign opium; there is no evidence, however, of the decrease of opium smoking, but rather of its increase; and therefore it may fairly be inferred that the quantity of native opium has so much increased, or its quality so much improved of late, as to have shut out from this market a considerable amount of Indian drug.

This inference, too, is much strengthened by the reference which the late Edict makes to the spread of poppy culture over Northern China.

In addition to the provinces enumerated in the Edict, there is also ample evidence of extensive poppy cultivation in other parts of the Chinese Empire. It seems to have been carried on for many years in the extreme

* See the very able and interesting Report upon the prospects of British trade in China, by Mr. W. H. Mitchell, of Hong Kong, published in the Blue Book on Lord Elgin's Special Mission (pages 243 to 251) presented to Parliament in 1859.

south-west in the province of Yunnan, the larger portion of which has thrown off its allegiance, and is now a practically independent kingdom, governed by a Mohamedan named "Tu Wên-hsin," who is styled by his subjects, I believe, the "Hsi-Mi-Kuo-Wang."* He has established his Court at the city of Taili-fu, not far from the frontier of Burmah, called by the Chinese "Mien-tien."

Sze-chuen has also been for years a great poppy province, and the drug produced there very perceptibly affects the market at Hankow. When Lord Elgin visited this city in 1858, he stated (Blue Book, 1859, page 443), that he saw there "shops where native opium was openly advertised for sale." Mr. T. T. Cooper, of Shanghai, in some notes on his travels towards India through Central China, speaking of Sze-chuen says:—"In spring the country was white with the flower of the opium poppy, now one of the staple productions of the province;" and Mr. A. Wylie, the well-known Sinologue, who has travelled lately in the same province, says in a letter to me upon this subject:—"One fact I can vouch for, and that is the wide-spread use of the drug, and consequent degradation of the people. It was pitiable to see the victims of this practice coming to us asking for relief, and desiring to be cured, and such were by no means confined to the lower classes. I believe the practice in Sze-chuen, as elsewhere, is very wide-spread among the literary and governing class." And, again:—"From all the information we could gather, it commenced in this province, within twenty or thirty years past. In the Sze-chuen Tung-chi (Statistical Account of Sze-chuen), published in 1817, which gives a detailed list of the productions of the province, the poppy is not named. I do not remember seeing any foreign, though it is sold there, but at every market the farmers bringing in their little lumps of native production, were always to be met with. As far as I could learn, the price ranged from 140 to 250 cash the tael weight."

Another vast region, not mentioned in the Edict of 1869, in which poppy culture has been spreading rapidly within the last few years is Eastern Mongolia, and Central and Northern Manchuria, the drug thence brought down to the coast, competing with Indian opium in the Newchwang market.

Thus, in the Province of Yunnan, Sze-chuen, Shên-si, Kansuh, Shan-si, Honan, Shantung, and Kiangsu, as well as in Manchuria and Mongolia, native opium is produced, and that its consumption by the Chinese is lessening the demand for Indian drug, would seem to be indicated by the fact that in 1868, the total importation of the latter was less than it had been in 1867 by 4,788½ chests, representing a value, at the average ruling rate, of 1,903,612*l*.

These figures are given in a letter that was published in the "North China Daily News" of the 22nd February last.

Native opium sells in Tien-tsin at from 125 taels to 200 taels per picul less than foreign; and though nominally prohibited, it pays a likin duty of 20 taels per 150 catties, foreign opium paying the same amount, in addition to the Tariff duty, on every 100 catties. This duty is imposed, I believe, according to an estimation of the comparative market value of the two products, 150 catties of the native selling for about the same price as 100 catties of the foreign.

With respect to this notorious likin (li-chüan in Northern Chinese), or irregular duty, which for years has been levied on foreign imports, in disregard of Treaty provisions, at, I believe, all the open ports, I may here mention, that nominally it is an *ad valorem* tax of one-tenth per cent., but

* This title might be translated "King of the Consolidated West."

that in some cases it has been found to exceed the Tariff duty. Etymologically it signifies "a contribution of 1 li per tael on the value of their purchases made by Chinese buyers to the Chinese Government, a li being the thousandth part of a liang, or tael." The contribution, however, is compulsory, and the term likin, as indicative of the per-centage charged, is a misnomer.

Opium is brought into Tien-tsin either crude or prepared. When in the former state it is generally spoken of as "tu," earth or clay, from its outward resemblance to lumps or cakes of common clay; and the native, as distinguished from the foreign, which is termed "yang-tu," or foreign earth, is called "hsi-tu," or western earth,—a name that has clearly a geographical reference to the producing provinces.

Prepared opium, called "ya-pieu-kao," is here generally composed of foreign and native drug boiled down, and often largely adulterated by an admixture of various glutinous substances, and amongst the rest by a decoction of the berries of a leguminous tree, called the "huai-shu," which grows abundantly in this province.

In the following Table the comparative values of the goods imported direct from Great Britain during 1867 and 1868 are given, and the imports themselves enumerated:—

Table No. 11.

Description of Goods.	Values.					
	1867.			1868.		
	£	s.	d.	£	s.	d.
Cotton piece-goods	66,509	19	0	162,322	7	8
Woollens	10,322	16	8	7,771	0	0
Lead and nail rod iron	..	..	..	2,418	1	4
Umbrellas	..	..	..	665	0	0
Window glass	..	..	..	565	5	0
Matches	..	..	..	315	14	4
Needles	..	..	..	68	8	0
Totals	76,833	15	8	174,125	16	4
Total increase in value of direct Imports in 1868	..	..	..	97,292	0	8

It is satisfactory to observe that this direct trade, which was only born, so to speak, in 1867 (for a tentative shipment from Liverpool in 1861, when the port had but just been opened, need not be taken into consideration), and is still in its first infancy, shows such signs of vigour that its value in the second year of its existence more than doubles that of its first.

The chief impediments to the development of this direct trade are, as I have already pointed out in former Reports, partly physical, and partly political. The difficulty of access to Tien-tsin for the nine months during which the port is open, caused by the existence of the Taku Bar, and dangerous proximity of the Sha-lui-tien shoals, together with the closing of the port by ice for the remaining three months of the year, may be said to constitute the physical; and the persistent refusal of the Chinese Government to facilitate in any way the development of an export trade in coal, the political impediment.

The difficulty of access might be lessened by the erection of a light-house on Sha-lui-tien and by dredging the Taku bar; whilst the inconvenience caused by the necessity imposed on merchants, through the closing

of the port by ice, of laying in a large winter stock of goods on which duties must be paid at once, but the sale of which may be spread over a period of three or four months, might be got rid of, as I pointed out last year, by the establishment of a bonded warehouse system,—one under which goods could be stowed in the merchants' own godowns under Customs supervision being, if possible to establish, the most preferable.

Thus, the physical impediments might be virtually done away with, and the public would gladly hail any indication of an intention or desire on the part of the Chinese Government to remove the political impediment, but none such can be discerned, nor, indeed, however obvious the remedies for the physical ills above referred to, which hamper the growth of the direct trade at this port, is there much prospect at present of those remedies being applied.

(b.) *Exports*.—Less produce and more treasure was exported in 1868 than in 1867; thus:—

		£	s.	d.
In 1867 the value of produce exported was	..	387,345	14	4
1868 it was	.. ..	299,618	18	4
Showing a decrease in 1868 of	..	87,726	16	0
In 1868 the value of treasure exported was	..	1,568,357	17	0
1867 it was	.. ..	1,068,985	18	4
Showing an increase in 1868 of	..	499,371	18	8

So that, if the aggregate values of produce and treasure for each year be compared, it will be found that the value of the export trade in 1868 exceeded that of 1867 by 411,645*l.* 2*s.* 8*d.*

The following Table describes generally the kinds of produce exported, their chief ports of destination, and the values of the respective quantities exported in 1868.

Table No. 12.

Description of Export.	Destination.	Value.
		£ s. d.
Furs and skins (chiefly sheep) ..	Shanghai	57,314 9 0
Raw cotton	Swatow and Foo-chow ..	39,932 12 4
Tobacco	Shanghai and Foo-chow ..	39,587 15 4
Young deer horns	Shanghai and Canton ..	24,019 3 4
Medicines	Shanghai and Hong Kong ..	23,155 18 8
Dates, red and black	Ditto ditto	19,839 16 0
Almonds	Shanghai	19,331 4 8
Felt caps	Shanghai and Foo-chow ..	14,918 16 0
All other produce	Coast ports and Hong Kong ..	61,519 3 0
Total value of produce exported in 1868 ..	.. ..	299,618 18 4

Only about 480 tons of coal were exported last year, or rather purchased duty-paid, by the Shanghai steamers for consumption between that port and Tsen-tsin.

A large export trade in coal would speedily spring up were permission granted to work the Chen-tang and other mines near Peking with foreign machinery, and to improve the means of communication between the producing districts and the coast (for the quality of the coal is excellent, the demand great and the supply practically unlimited), but all attempts to do so have hitherto been foiled by the determined opposition of the

Government to the employment in the interior of foreign agents or foreign machinery. Last year, for instance, a proposal which had been made for the construction of a good cart road between Chai-tang and Ting-chow on the Peiho, the expense of making which was to be defrayed, in the first instance, by certain foreign merchants, and repaid to them gradually out of the coal duties was rejected by the Tsungli Yamèn, on the ground mainly that such a work would be injurious to the "Fengshui" or, as Westerns might say, the "good luck" of the surrounding country.

One might imagine this objection being raised by an ignorant populace, but when Chinese statesmen, appealing to the convenient *vox populi vox Dei* principle, condescend to urge gravely the "Fengshui" superstition as a conclusive argument against any improvement, it is clearly useless, so far as reasoning goes, to endeavour to impress upon them any further the advantages of such improvement in the hope of thereby inducing them to adopt it.

(c.) *Russian Transit Trade*.—The total value of the tea (brick, black and green) brought viâ Shanghae to Tien-tsin for conveyance hence to Kiachta in 1868 was 252,590*l.* 8*s.*, and, according to the Returns, it would seem that the trade in Russian woollens brought here overland from Kiachta for shipment to other Chinese ports, had virtually ceased last year.

There are certain interesting circumstances connected with this Russian trade which are well worth recording; but, as pending the result of some inquiries that I am now making, I could at present give only an incomplete account of them, I shall reserve my remarks for a supplementary Report.

Miscellaneous.

Grant's Transmongolian Post.—The number of telegrams transmitted viâ Kiachta by Mr. Grant, to and fro, between Europe and China in 1868 was, in all, 1,158, showing an increase of 302 telegrams upon the number sent by this route in 1867.

The time occupied in the transmission of a telegram between London and Tien-tsin was fifteen days; and this year the proprietor has reduced it to twelve days.

The Imperial Arsenal and Tien-tsin Foundry.—Mr. Buttle, Chief Engineer of the establishment, has furnished me with the following information respecting the progress of the works:—"There is now in course of erection: one saltpetre refinery, one set of composition mills, one building for burning and preparing charcoal for gunpowder, and one group of four incorporating mills; also three buildings for the manufacture of percussion caps. In addition to these buildings is being erected a mechanic's shop of large dimensions for the manufacture of guns, shot, and shell, and engines, or what the Chinese Government like to adapt it for."

It is thought that the arsenal will be in working order by the end of 1870. The number of Europeans at present connected with the establishment is, in addition to the superintendent, four engineers and two powder-makers already here, and two cap-makers and a smith now on their way from England.

The Tien-tsin foundry was established by Chung-how in 1866 at the Treaty Joss-house, and has been in fair working order for the last year, during which time it turned out 500 cavalry lances and six 12-pounder copper howitzers, with carriages and limbers complete, all made by Chinese workmen, with the aid of the requisite foreign machinery, and under the superintendence and instruction of an English engineer.

I annex translations by Mr. Assistant Howlett of the two Edicts

respecting the removal of the duty on imported rice, and the prohibition of poppy culture, to which I have referred in this Report.

(Signed) J. MONGAN, Consul.

Her Britannic Majesty's Consulate, Tien-tsin,
April 16, 1869.

Imperial Decree granting Permission to Native Craft to Export Rice from the Ports of Chiang-su to Tien-tsin Free of Duty.

(Translation.)

ON the 3rd January, 1868, the Great Council had the honour to receive the following Decree:—

“The Board of Revenue having memorialized us on the subject of their deliberations on the Report of Hsu Shên-hsi, a Yu-tsan-shan, respecting the collection of grain supplies, it becomes incumbent on us to issue an order directing the Viceroys and Governors of Chiang-su and Che Chiang to devise means for the speedy purchase and conveyance to Tien-tsin of several hundred thousand piculs of rice.

“It appears, moreover, from a memorial presented by Pêng Tsu-hsien, a Shao-ching, of the Tai-pu-szu, that the low price of grain in the south-east is detrimental to the interests of the farmers. And, as it is desirable that arrangements should be made for providing adequate supplies for the capital, he also prays that, in order that the distribution of food may be equalized, such instructions may be sent to Chiang-su as may induce merchants to purchase and export grain.

“Heretofore the regulations prohibiting the exportation of rice from places on the sea coast have been exceedingly stringent, but looking to the very great difference between the present cost of rice in the south and in the north, and taking into consideration the fact that if native vessels be permitted to follow one another in succession in purchasing and transporting grain to the capital, it will have great effect in securing an uninterrupted supply of food for the people, it seems expedient that, under existing circumstances, there should be a general modification of the prohibitory rules. We, therefore, command the Governor-General of the Two Chiang and the Governor of Chiang-su to lose no time in conveying our order to the Intendent of the Su-Sung-Tai circuit, directing him to instruct the Sub-Prefects and District Magistrates on the sea coast to issue proclamations inviting and permitting Chiang-su and Tien-tsin junks, as well as those of Fu-chien, Ning-po and Kwang-tung, to export rice for sale in Tien-tsin from Shanghai and other ports (of Chiang-su) under passes from the local officers, exempting it from the payment of maritime and other dues, so that large numbers may be induced to come.

“Respect this.”

Imperial Decree prohibiting Poppy Culture, dated January 31, 1869.

(Translation.)

THE Censor, Yu Po-chuan, has presented a memorial praying that, with a view to the preservation of the lives of the people, orders may be issued strictly prohibiting the cultivation of the poppy plant.

The cultivation of the poppy is injurious, since it is an obstacle to the production of food for the people. It was first introduced from Kansuh

into Shen-si and Shan-si, and, by slow degrees, came afterwards to be grown in the provinces of Chiang-su, Houan, and Shan-tung.

Now, if the multitude, greedy of gain and regardless of injurious consequences, look only to that which is immediately before the eyes, it appears probable that in the end all the rich and fertile estates will be planted with this useless article, and that the people will find great difficulty in procuring the means of subsistence.

We have, on a former occasion, issued a stringently prohibitory Decree on this subject, and we now instruct all Governors-General and Governors to instruct the officers under them, everywhere and without delay, again to use the utmost diligence in publishing proclamations altogether forbidding the cultivation of this plant.

Should there be any lawless criminals who wilfully disobey, they must receive the punishment which their offence merits; and if the different Sub-Prefects and District Magistrates fail to act with sincerity in this matter, and allow their underlings and attendants to gloss over or to hide or screen acts of disobedience, we further command their official superiors rigorously to report such conduct to us, and so to deal with cases of this kind that there may be no connivance or concealment of any sort.

Let this Decree be published.

Respect this.

Description of Goods.	Classifier of Quantity.	Foreign Countries.		From Shanghai		All other Chinese Ports.		Total Imported.		Re-exports to Chinese Ports.		Net Total Imported.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Cochineal ...	Piculs	...	Taels. ...	11 90	1,321	...	Taels. ...	11 90	1,321	...	Taels. ...	11 90	1,321
Car, bezoar ...	"	...	...	0 3	1	...	...	0 3	1	...	...	0 3	1
Compo ...	"	...	439	...	...	...	...	14 30	439	...	123	10 20	305
Cotton piece goods—													
Chintzes	Pieces	5,184	7,413	53,555	67,584	250	358	58,989	84,355	1,640	2,460	57,349	81,895
Cottonades	"	...	...	2,760	11,040	...	...	2,760	11,040	120	480	2,640	10,560
Russian tickings	"	...	...	900	1,200	...	...	200	1,200	...	...	200	1,200
Shirtings, grey ...	"	181,003	409,067	1,247,769	2,819,968	2,700	6,210	1,428,772	3,229,035	35,396	78,331	1,393,377	3,150,094
" white ...	"	23,687	54,480	237,602	546,455	...	...	263,989	607,175	15,415	35,454	248,574	571,721
" dyed ...	"	1,725	4,054	12,614	29,633	50	117	14,389	33,814	350	819	14,039	32,995
" spot, broades, white	"	8,246	17,976	20,700	45,136	...	...	23,948	63,102	1,300	2,964	27,646	60,138
" best broades, dyed	"	2,000	5,640	42,006	118,550	950	2,679	43,046	126,869	4,450	12,529	40,596	114,340
" figured, white	"	2,500	5,475	...	...	...	...	2,800	6,132	...	...	2,800	6,132
" dyed	"	500	1,410	...	...	...	...	500	1,410	...	...	500	1,410
Danasks...	"	...	...	1,330	8,685	...	...	1,330	8,685	...	...	1,330	8,685
Linen and cotton mixtures	"	...	...	1,254	5,330	...	...	1,330	5,330	...	...	1,330	5,330
Turkey reds ...	"	...	...	38,888	91,387	...	...	41,477	98,106	80	348	41,774	98,856
T-cloths ...	"	2,859	6,719	476,369	1,093,349	4,440	11,527	513,569	1,192,594	1,827	4,250	505,359	1,176,843
Drills, English ...	"	33,760	87,643	23,732	102,048	...	...	25,742	110,691	8,210	15,681	24,232	105,464
" American	"	2,010	8,643	97,799	443,985	...	...	98,599	447,635	1,510	5,227	97,879	444,384
" Dutch	"	800	3,640	...	13,090	...	...	8,740	13,090	720	3,241	8,740	13,090
Jeans ...	"	...	...	21,489	83,807	...	...	21,489	83,807	200	780	21,289	83,027
Velvets ...	"	...	...	2,308	23,080	30	300	2,338	23,380	30	300	2,308	23,080
Velveteens ...	"	...	...	1,180	1,690	30	270	2,400	2,160	...	...	2,160	2,940
Muslins ...	"	80	270	600	780	...	...	600	780	...	...	600	780
Domestics ...	"	...	...	2,336	4,472	...	...	2,336	4,472	...	...	2,336	4,472
Sheetings, American	"	20	100	29,796	148,980	100	500	29,916	149,560	335	1,175	29,681	148,405
Twills ...	"	...	...	113	339	800	2,400	913	2,739	...	...	913	2,739
Lawns ...	"	...	...	...	...	...	...	600	780	...	...	600	780
Dimities ...	"	...	...	3,050	5,490	...	...	3,050	5,490	50	90	3,000	5,400
Cotton handkerchiefs	Dozen	...	...	17,415	26,132	490	735	17,905	26,857	490	735	17,415	26,132
" thread	Piculs	9 40	470	25 8	1,254	...	...	34 43	1,724	1	50	33 48	1,674
Caros	"	...	...	...	...	...	...	...	20	...	...	...	20
Cutch	Piculs	213 50	2,135	...	55	...	...	219 0	2,190	...	...	219 0	2,190
Cattle fish ...	"	...	...	46 6	685	...	...	46 6	685	...	...	46 6	685
Dyed stuffs	"	81 71	1,051	30 62	395	...	...	112 33	1,468	...	...	42 60	521
Feathers, kingfishers	Pieces	17,225	1,378	56,225	4,478	825	66	74,275	5,992	69 73	925	74,275	5,922
Fish dried ...	Piculs	...	...	...	...	...	...	...	...	...	...	...	...
" maws ...	"	10 90	545	...	825	1 69	85	...	1,455	...	...	...	1,455
" shell ...	"	50 10	902	6 73	131	...	...	56 83	1,023	...	...	56 83	1,023
Gambier	"	...	...	3 30	17	...	...	3 30	17	...	...	3 30	17

Description of Goods.	Classifier of Quantity.	Foreign Countries.		From Shanghai.		All other Chinese Ports.		Total Imported.		Re-exports to Chinese Ports.		Net Total Imported.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Gamboge ...	Piculs	...	Taels. 16	0 80	Taels. 16	...	Taels. 16	0 80	Taels. 16	...	Taels. 16	0 80	Taels. 16
Ginger ...	"	...	...	40 0	...	...	...	40 0	...	...	...	40 0	...
Ginseng, American	"	8 50	298	3 40	119	...	...	11 90	417	...	...	11 90	417
Glass, lumps	Pieces	...	...	26	25	...	...	66	64	...	...	66	64
" Cases	"	40	39	...	...	...	...	...	...	...	...	...	...
" Window	Pieces	1,673	6,023	5,179	18,644	...	...	6,852	24,667	...	...	6,852	24,667
Glass bags ...	Pieces	1,000	20	...	...	...	...	1,000	20	...	...	1,000	20
Gum, dragon's blood	Piculs	...	...	...	...	...	...	...	...	...	...	...	...
" myrrh	"	164 0	1,016	...	...	1 18	26	1 18	26	...	...	1 18	26
" olibanum	"	207 11	1,905	...	...	...	164 0	164 0	1,016	...	...	164 0	1,016
" rosin	"	140 0	850	...	...	...	207 11	207 11	1,905	...	...	207 11	1,905
Hides, elephant	"	...	...	...	...	...	140 0	140 0	350	...	...	140 0	350
Isinglass ...	"	372 58	10,431	...	...	...	8 92	8 92	10	...	...	8 92	10
Lacquered ware	"	...	...	304 5	8,513	...	...	793 84	20,266	14 0	392	709 84	19,874
Looking-glasses	"	...	...	...	...	...	...	...	...	...	...	...	...
Lizards	"	78	63	...	...	...	...	431	349	...	...	431	349
Lucernan seeds	Pieces	...	...	353	286	...	...	...	...	...	...	...	...
Matches	Piculs	36 20	34	0 75	39	...	...	1 80	45	...	...	1 80	45
" wax	"	67,830	39,981	95 85	333	...	...	132 5	459	...	...	132 5	459
Mathematical instruments	Gross	3,480	4,524	13,797	12,806	1,000	958	82,627	73,715	...	...	82,627	73,715
Medicine	"	...	...	432	195	...	...	3,480	4,524	...	...	3,480	4,524
Metals, copper	Pieces	342 82	2,064	0 10	1	...	...	432	195	...	...	432	195
" iron, bars	"	1,355 50	23,554	1,971 71	33,510	3 50	30	3,357 21	57,073	0 7	70	3,357 21	57,073
" manufactured	"	...	...	...	...	...	...	...	...	...	...	...	...
" nail, rod	"	105 0	480	23 84	95	...	...	84 0	352	...	...	84 0	352
" sheet	"	1,307 25	3,922	273 0	819	...	...	1,580 25	4,741	...	...	1,580 25	4,741
" lead	"	127 40	296	...	...	...	...	1,977 40	296	...	...	1,977 40	296
" tin plates	"	1,300 14	7,184	3,674 3	20,207	253 50	1,394	5,233 67	28,752	...	...	5,233 67	28,752
" quicksilver	"	390 51	2,964	1,884 18	10,638	66 15	383	2,990 64	13,285	...	...	2,990 64	13,285
" steel	"	1,544 36	7,567	1,221 0	5,953	...	...	16 80	809	11 25	569	5 55	240
Microscopes	Pieces	...	...	6	3	...	...	2,765 36	13,350	...	...	2,765 36	13,350
Mirrors	"	14	10	...	...	...	...	6	3	...	...	6	3
Mushrooms	Piculs	30 68	859	...	...	...	...	14	10	...	...	14	10
Musical boxes	Pieces	7,320	14,640	7,684	15,368	...	...	30 68	859	...	...	30 68	859
" instruments	"	...	...	1,232	208	...	...	15,004	30,008	...	...	15,004	30,008
Musels, dried	Pieces	7 20	29	...	...	...	...	1,232	208	...	...	1,232	208
Needles	Pieces	72,553,000	14,210	405,479,600	79,880	...	...	107 97	432	...	...	107 97	432
Nunages	"	1 38	133	...	...	...	...	...	...	...	...	...	...
Opium glasses	Pieces	...	...	296	296	2 10	210	478,032,000	93,590	8,485,500	1,617	469,547,100	91,973
Opium, Malwa	Pieces	...	...	6,483 99	3,404,095	...	...	3 77	377	...	...	3 77	377
" Benares	"	244 60	138,415	...	...	...	...	296	296	...	...	296	296
"	"	...	...	332 80	114,770	203 0	106,575	6,931 59	3,639,085	52 0	27,300	6,879 59	3,611,785
"	"	...	...	...	...	...	...	232 80	114,770	...	...	232 80	114,770

Description of Goods.	Classifier of Quantity.	Foreign Countries.		From Shanghai.		All other Chinese Ports.		Total Imported.		Re-exports to Chinese Ports.		Net Total Imported.	
		Quantity.	Value. Taels.	Quantity.	Value. Taels.	Quantity.	Value. Taels.	Quantity.	Value. Taels.	Quantity.	Value. Taels.	Quantity.	Value. Taels.
Opium, Patna	Piculs	39 0	16,809	133 60	76,339	...	...	153 60	76,339	5 0	2,474	148 60	73,865
" Persian	"	...	...	79 0	34,049	...	...	118 0	50,558	...	...	118 0	50,558
" prepared	"	...	...	16 75 1/2	16,053	26 12	25,075	42 87 1/2	41,160	...	...	42 87 1/2	41,160
" Turkey	"	...	...	...	...	...	...	...	...	...	...	...	...
" Optical instruments	Pieces	318 25	1,910	816	31,712	...	...	816	31,712	...	...	816	31,712
Orange peel	Piculs	61 80	494	1,982	35 49	1 47	12	1,982	31,712	...	...	1,982	31,712
Other sea skins tails	Pieces	32 90	197	329 57	1,977	...	...	362 47	2,174	...	...	362 47	2,174
Paint	Piculs	...	...	...	...	...	...	...	...	...	...	...	...
Paper, No. 2	"	...	...	...	...	...	...	...	...	...	...	...	...
Pearls	"	62 25	65	...	...	...	...	65 25	65	...	...	65 25	65
Pears	"	...	...	6	12	...	...	6	12	...	...	6	12
Peeknives	Dozen	504 20	3,025	398 90	454 97	484 97	2,910	1,388 7	8,328	...	...	1,388 7	8,328
Pepper, black	Piculs	55 52	452	...	...	48 20	416	99 72	898	...	...	99 72	898
Pepper, white	Piculs	...	...	500,312	...	480,000	91	980,312	186	...	...	980,312	186
Pins	Pieces	...	...	72	30	...	...	72	30	...	...	72	30
Playing cards	Packs	222 50	1,224	...	...	16 50	91	239 0	1,315	...	...	239 0	1,315
Plums	Piculs	4 30	46	...	...	...	...	4 30	46	...	...	4 30	46
Prawns, dried	"	...	...	6 10	82	...	...	6 10	82	...	...	6 10	82
Purcell	"	15 42	262	151 30	2,572	59 0	1,003	225 72	3,837	...	...	225 72	3,837
Rattans	"	25 50	102	...	...	81 85	326	106 88	428	...	...	106 88	428
Rice	"	5,010 0	10,020	...	...	...	...	5,010 0	10,020	...	...	5,010 0	10,020
Scales	Pieces	...	...	19	195	...	...	19	195	...	...	19	195
Scissors	Dozen	7,540 76	24,130	10,009 69	32,081	3,557 48	11,320	21,087 93	67,481	...	...	21,087 93	67,481
Seaweed, 1st quality	Piculs	57 97	1,159	156 38	3,128	8,358 86	15,881	8,358 86	15,881	...	...	8,358 86	15,881
Seaweed, 2nd quality	"	23 10	1,317	129 14	7,361	52 90	1,058	287 25	5,345	...	...	287 25	5,345
Sharks' fins, black	"	65	325	650	3,250	81 22	4,630	715	3,575	...	...	715	3,575
Sharks' fins, white	Pieces	...	...	...	...	...	...	...	...	...	...	...	...
Shrimps, dried	"	...	...	4 29	1,072	...	...	4 29	1,072	...	...	4 29	1,072
Silk and cotton mixtures	Dozen	...	...	8	38	...	...	8	38	...	...	8	38
Snuff boxes	"	...	...	120	7	2,250	143	2,370	150	...	...	2,370	150
Spectacles	Pieces	...	...	12	288	...	...	12	288	...	...	12	288
Stereoscopic views	"	15,459 14	46,377	24,110	86,302	12,332 22	36,997	24,110	86,302	...	...	24,110	86,302
Sugar, brown	Piculs	6 0	45	976 0	9,238	...	...	26,767 36	86,302	...	...	25,767 36	86,302
Sugar, white	"	...	...	16 80	121	...	...	22 80	164	...	...	22 80	164
Tea, Japan...	"	6,023 96	34,836	3,554 20	21,968	1,242 2	7,079	11,120 18	63,383	...	...	11,120 18	63,383
" white	"	4,306 94	18,951	27 63	132	...	...	4,334 63	19,073	...	...	4,334 63	19,073
" dust	"	394 65	1,105	...	...	...	...	394 65	1,105	...	...	394 65	1,105
" nots	Dozen	20	80	...	...	...	...	20	80	...	...	20	80

(No. 2.)—Showing the Quantities and Values of the Exports from Tien-tsin, their Ports of Destination, and the Total Value of the Produce and Treasure exported in 1868.

Description of Goods.	Classifier of Quantity.	Shanghai.		Swatow.		Foo-chow.		Amoy.		Canton.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Almonds ..	Piculs..	3,389 19	44,057	99 28	Taels. 1,290	58 0	Taels. 754	120 29	Taels. 1,564	402 68	Taels. 5,234
Bark ..	"	"	"	"	"	"	"	"	"	"	"
Books ..	"	9 30	37	"	"	"	"	"	"	18 10	72
Bones ..	"	"	"	"	"	"	"	1,874 12	750	132 30	53
" fish ..	"	2 10	62	"	"	"	"	"	"	"	"
" fish-head ..	"	"	"	"	"	"	"	"	"	"	"
Brassware ..	"	"	"	"	"	"	"	"	"	"	"
Bricks ..	Thousd.	950	190	"	"	"	"	"	"	"	"
Bags, hemp ..	Pieces..	"	"	"	"	"	"	"	"	"	"
Caps, felt ..	"	98,466	29,540	5,400	1,620	39,700	11,910	1,675	502	8,800	2,640
Coal ..	Piculs..	8,098 20	4,818	"	"	"	"	256	3,348	834 55	10,849
Cotton ..	"	1,343 0	17,459	2,738 68	35,603	3,406 5	44,279	"	"	"	"
" mattresses ..	Pieces..	54	80	"	"	"	"	"	"	"	"
" sashes ..	"	"	"	5,000	100	"	"	"	"	"	"
" bags ..	"	170	17	"	"	"	"	"	"	"	"
Curios ..	Value..	"	5,500	"	"	"	"	"	"	"	"
Dates, black ..	Piculs..	1,653 91	5,292	249 0	796	96 0	307	"	"	"	"
" red ..	"	13,642 69	34,007	176 0	440	216 60	540	"	"	1,077 50	2,693
Druggets and carpets ..	Pieces..	457	121	"	"	"	"	"	"	"	"
Fans, feather ..	"	114	15	"	"	"	"	"	"	"	"
Felt ..	"	"	"	"	"	"	"	"	"	"	"
" cuttings ..	Piculs..	279 25	837	"	"	101 48	304	"	"	"	"
" stockings ..	Pieces..	560	168	"	"	"	"	"	"	"	"
Flint ..	Piculs..	120 10	240	"	"	"	"	"	"	"	"
Flint steels ..	"	475 80	138	"	"	"	"	"	"	78 15	226
Fish, dried ..	"	"	"	"	"	262 40	787	"	"	"	"

Description of Goods.	Classifier of Quantity.	Shanghai.		Swatow.		Foo-chow.		Amoy.		Canton.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Flowers, dried	Piculs..	10 94	Taels. 81	..	Taels.	..	Taels.	..	Taels.	..	Taels.
" plants	Pieces..	750	75	..	..	..	..	..	..	..	..
Fruit, dried..	Piculs..	31 72	126	..	..	..	..	..	..	..	..
Fox tails	Pieces..	3,023	212	..	..	..	..	..	..	..	..
Fungus	Piculs..	..	..	..	..	..	..	..	..	..	..
Ginseng, Corean, 2nd..	" "	7 93	1,586	..	..	..	..	..	..	..	..
Glassware	" "	11 75	129	..	..	5 94	65	..	..	..	..
Grapes	" "	206 12	474	..	..	..	..	..	..	..	..
Gut	" "	1 10	7	..	..	2 10	25	..	..	..	..
Glue	" "	3 54	20	..	..	..	..	..	..	..	..
Hair, camels'	" "	309 50	3,714	..	..	..	..	..	..	..	..
" coats	Pieces..	8	8	..	..	..	..	..	..	..	..
" cows'	Piculs..	19 49	75	..	..	..	..	..	..	..	..
" goats'	" "	147 60	443	..	..	..	..	..	..	..	..
" horse	" "	1 15	6	..	..	1 50	8	..	..	..	..
" pig	" "	5 50	10	..	..	..	..	..	..	..	..
" sundry (human)	" "	..	..	..	..	4 56	58	..	..	..	..
Hans	" "	33 85	271	..	..	..	..	..	..	..	..
Hats, straw	Pieces..	..	..	..	..	..	..	..	..	..	..
Horns, ox	Piculs..	..	..	..	..	..	..	..	..	..	..
" deer, old	" "	0 45	10	0 10	2	0 26	6	..	..	892	22,300
" young	Pairs	2,008	50,200	13	325	1 0	25	..	..	..	..
" chamois	Piculs..	1 8	29	..	..	..	..	..	..	..	..
" ware..	" "	243 16	2,042	10 66	90	..	..	..	..	..	..
Horse tails	" "	13 75	172	..	..	6 41	80	..	..	..	..
Hoofs, cow	" "	..	..	..	..	..	..	..	..	..	..
Hides, goats	" "	..	..	..	..	..	..	..	..	..	..
" sheep	" "	15 80	47	..	..	..	..	..	..	..	..
Iron, manufactured	Piculs..	36 0	108	..	..	..	..	..	..	..	..

Description of Goods.	Classifier of Quantity.	Shanghai.		Swatow.		Foo-chow.		Amoy.		Canton.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Jadestone, imitation ..	Piculs..	23 10	Taels. 155	..	Taels. ..	..	Taels. ..	..	Taels. ..	..	Taels. ..
Land others' tails ..	Pieces..	11	22	..	..	..	..	..	..	..	..
Leather ..	Piculs..	236 71	2,840	..	..	..	..	..	..	..	..
Lily flowers, dried ..	"	504 40	3,531	288 26	2,018	25 82	181	75 17	526	..	..
Liquorice ..	"	1,260 25	8,822	..	..	..	..	76 50	534	229 0	1,603
Lacquered ware ..	"	0 15	45	..	..	..	..	..	..	..	..
Medicine ..	"	9,648 57	40,524	1,347 17	5,389	110 65	465	187 40	787	1,035 70	4,350
Mats ..	Pieces..	..	..	180	11	..	..	..	..	..	..
Mahomedans, native ..	"	54	324	..	..	..	..	..	..	..	..
Mushrooms ..	Piculs..	407 51	22,413	..	..	1 20	66	6 24	363	..	..
Musk ..	"	0 77	3,850	..	..	..	..	..	..	..	..
Cotton cloth, native, or nankeens ..	"	..	..	1 50	60	..	..	..	..	..	..
Paint ..	"	67 95	1,699	..	..	..	..	..	..	..	..
Peas and beans ..	"	..	..	620 0	1,116	..	..	3 2	121	0 60	24
Pears and apples ..	"	2,178 45	4,356	..	..	67 65	135	..	..	..	..
" dried ..	"	..	..	..	..	..	..	..	..	140 40	281
Pepper, red ..	"	15 50	54	..	..	..	..	..	..	..	..
Preserves ..	"	..	..	..	..	..	..	..	..	..	..
Prawns ..	"	..	..	..	..	..	..	..	..	5 40	81
Raisins ..	"	142 23	554	..	..	12 0	138	..	..	..	..
Rhubarb ..	"	163 75	9,825	..	..	41 50	162	2 20	9	202 50	790
Samshoo ..	"	84 22	258	847 60	2,543	..	..	..	..	..	..
Sandstone ..	"	131 50	158	..	..	..	..	101 94	306	66 60	200
Sand, precious, false ..	"	..	..	..	..	..	..	..	..	61 50	74
Sand, manure ..	"	125 90	176	..	..	..	..	..	..	29 90	110
Safflower ..	"	82 24	765	..	..	..	..	..	..	131 10	183
Seaweed ..	"	5 8	33	2 80	26	..	..	..	..	9 80	91
Seeds, melon ..	"	747 57	2,290	..	..	..	..	..	..	..	..
" flower ..	"	45 86	183	..	..	141 0	564	..	..	..	..

Description of Goods.	Classifier of Quantity.	Shanghai.		Swatow.		Foo-chow.		Amoy.		Canton.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Seds, senna	Piculs..	..	Taels.	320	Taels.	..	Taels.	..	Taels.	..	Taels.
Shoes, cloth	Pairs ..	300	..	50	801	..	..	..	..	..	..
Silk, raw	Piculs..	7 72	618	..	..	..	..	..	..	..	..
" refuse	" ..	44 44	889	..	..	..	..	..	..	..	..
Silkworms' eggs	" ..	9 98	6,810	..	..	..	..	..	..	..	..
" cocoons	" ..	7 34	85	..	..	..	..	..	..	..	..
Sinews	" ..	8 7	885	..	..	..	..	..	..	..	..
Strings, bow	" ..	192 78	1,028	..	..	..	..	..	..	..	..
Skins, cat	Pieces..	229	30	..	..	..	..	..	..	..	..
" fox, large	" ..	1,363	1,772	..	..	..	..	..	..	..	..
" " small	" ..	628	42	..	..	..	..	..	..	..	..
" " paw	" ..	2,330	36	..	..	..	..	..	..	..	..
" " head	" ..	70	4	..	..	..	..	..	..	..	..
" hare, doe, rabbit	" ..	443	35	..	..	..	..	..	..	..	..
" marten	" ..	24	36	..	..	..	..	..	..	..	..
" squirrel	" ..	1,769	142	..	..	..	..	..	..	..	..
" land otter	" ..	781	211	..	..	..	..	..	..	..	..
" sundry small	" ..	10,174	813	..	..	..	..	..	..	..	..
" ass	" ..	412	980	..	..	..	..	..	..	..	..
" leopard	or piculs	70 0	..	..	..	..	..	..	..	..	..
" Skin coats, fox	Pieces..	75	375	..	..	..	..	..	..	..	..
" cat	" ..	3,431	8,584	..	..	..	..	..	..	..	..
" doe, hare, rabbit	" ..	379	398	..	..	..	..	..	..	..	..
" squirrel	" ..	10	10	..	..	..	..	..	..	..	..
" goat	" ..	2,388	6,448	..	..	..	..	..	..	..	..
" sheep	" ..	9,167	3,758	..	..	..	..	..	..	..	..
" Skin sleeves, fox	" ..	137,028	154,842	440	497	602	680	..	..	735	823
" " marten	Pairs ..	82	4	..	..	..	..	..	..	..	..
" "	" ..	97	49	..	..	..	..	..	..	..	..

Description of Goods.	Classifier of Quantity.	Shanghai.		Swatow.		Foo-chow.		Amoy.		Canton.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Skin sleeves, squirrel..	Pairs ..	13	Taels. 8	..	Taels. ..	..	Taels. ..	..	Taels. ..	..	Taels. ..
" and coats, land otter	Pieces..	557	334	..	..	..	..	..	..	..	..
Skin collars, marten ..	" ..	7	2	..	..	..	..	..	..	..	..
" sheep ..	" ..	400	100	..	..	..	..	..	..	..	..
Soap, Chinese ..	Piculs..	11,337 85	21,345	..	..	..	..	..	..	..	..
Tobacco, prepared ..	" ..	5,339 68	80,095	..	..	2,101 28	31,519	25 80	387	218 90	3,283
" canes ..	Pieces..	..	..	..	..	1,300	260	..	..	..	..
Varnish ..	Piculs..	39 82	2,190	..	..	..	..	..	..	..	6
Vegetables, salted ..	" ..	2,827 83	7,069	..	..	..	..	..	..	2 30	..
Vermicelli ..	" ..	131 16	737	..	..	..	..	..	..	..	..
Vinegar ..	" ..	0 80	1	..	..	..	..	..	..	..	..
Wax, white..	" ..	4 86	1,361	..	..	..	..	..	..	..	..
" yellow ..	" ..	7 47	229	..	..	1 90	..	..	..	..	..
Walnuts ..	" ..	849 18	2,547	..	..	..	..	..	..	17 0	51
" shelled ..	" ..	165 59	828	..	..	..	..	..	..	..	..
Wheat ..	" ..	..	..	2,224 15	3,336	..	..	..	..	..	..
Woolen stockings ..	Pairs ..	8,680	434	..	..	..	..	..	..	..	..
Woolens ..	Pieces..	3,729	1,119	2,500	750	350	105	4,598	1,376	..	..

Description of Goods.	Classifier of Quantity.	Hong Kong, for probable Re-exportation to Chinese Ports.		Cue-foo.		Newchwang.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Almonds	Piculs	473 83	Taels. 6,158	153 9	Taels. 1,989	..	Taels. ..	4,696 36	61,046
Bark..	"	23 80	.. 15	..	..	..	..	23 80	15
Books	"	..	..	..	..	..	..	27 40	109
Bones	"	.. 6 60	3	..	..	..	..	2,013 2	806
" fish	"	..	..	..	..	..	..	2 10	62
" fish-head	"	.. 6 32	326	..	..	..	..	6 32	326
Brass-ware	"	..	..	..	..	..	..	7 37	190
Bricks	Thousand.	20	.. 40	..	..	..	..	970	230
Bags, hemp	Pieces	..	..	..	..	11,050	552	11,050	552
Caps, felt	"	3,000	.. 900	..	..	..	..	157,041	47,112
Coal..	Piculs	..	..	..	..	..	..	8,098 20	4,818
Cotton	Pieces	970 14	12,612	..	..	150 20	1,953	9,698 62	126,103
" mattresses	"	..	..	..	..	..	..	54	80
" sashes	"	..	..	..	..	..	..	5,000	100
" bags	"	..	..	..	..	..	..	170	17
Curios	Value	..	..	..	..	..	..	..	5,500
Dates, black	Piculs	1,258 10	4,025	..	..	..	..	3,257 1	10,420
" red	"	5,780 75	14,452	..	..	..	..	20,893 54	52,232
Druggets and carpets	Pieces	..	..	..	..	..	..	457	121
Fans, feather	"	..	..	..	..	..	..	114	15
Felt ..	"	..	..	..	..	..	..	..	..
" cuttings	Piculs	115 50	.. 346	..	..	..	..	496 23	1,487
" stockings	Pieces	..	..	..	..	..	..	560	168
Flints	Piculs	..	..	..	..	..	..	120 10	240
Flint steels	"	..	..	..	..	..	..	553 95	364
Fish, dried	"	..	..	..	..	..	..	262 40	787
Flowers, dried..	"	..	..	..	..	..	..	10 94	81
" plants	Pieces	..	..	..	..	..	..	750	75
Fruit, dried	Piculs	19 30	.. 79	..	..	..	..	51 2	205

Description of Goods,	Classifier of Quantity,	Hong Kong, for probable Re-exportation to Chinese Ports.		Che-foo.		Newchwang.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			Taels.		Taels.		Taels.		Taels.
Fox tails	Pieces	..	.. 32	..	..	..	..	3,023	212
Fungus	Piculs	.. 1 93	..	..	..	..	..	1 93	32
Ginseng, Corean, 2nd	"	..	.. 149	..	..	..	..	7 93	1,886
Glassware	"	.. 13 50	..	..	..	..	..	31 19	343
Grapes	"	..	..	..	..	..	..	206 12	474
Gut ..	"	..	..	..	..	..	..	3 20	32
Glue..	"	..	..	..	..	..	..	3 54	20
Hair, camels'	"	..	..	..	..	..	..	309 50	3,714
" " coats	"	..	..	..	..	..	..	8	8
" " cows'	Pieces	..	..	..	..	..	..	19 49	75
" " goats'	Piculs	..	2,313	..	..	..	..	918 50	2,756
" " horse	"	770 90	..	..	..	..	..	2 65	14
" " pig	"	..	..	..	..	..	..	5 50	10
" " sundry (human)	"	..	..	..	..	..	..	4 56	58
Hams	"	..	..	..	..	..	..	33 85	271
Hats, straw	"	2,400	240	..	..	..	..	2,400	240
Horns, ox	Piculs	33 40	47	..	..	..	..	33 40	47
" " deer, old	"	..	..	..	..	..	..	0 92	20
" " young	Pairs	120	3,000	0 11	2	..	..	3,034	75,850
" " chamois	Piculs	..	..	..	..	..	..	1 8	29
" " ware	"	..	..	..	..	..	..	253 82	2,132
Horse tails	"	.. 1 85	.. 23	..	..	..	..	22 1	275
Hoofs, cow	"	10 0	10	..	..	..	..	10 0	10
Hides, goats	"	..	..	..	..	..	..	..	..
" " sheep	"	..	..	..	..	..	..	..	..
" " manufactured	"	..	..	..	..	..	..	15 80	47
Iron, manufacture	Piculs	150 0	450	..	..	..	..	186 0	558
Jadestone, imitation	"	..	..	..	..	..	..	23 10	155
Land otters' tails	Pieces	..	..	..	..	..	..	11	22
Leather	Piculs	21 40	257	..	..	..	..	258 11	3,097

Description of Goods.	Classifier of Quantity.	Hong Kong, for probable Re-exportation to Chinese Ports.		Che-foo.		Newchwang.		Total.
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	
Lily flowers, dried	Piculs	332 80	Taels. 2,330	172 0	Taels. 1,204	..	Taels. 1,398 45	9,790
" L. urice	"	1,748 20	12,237	..	..	..	3,313 95	23,196
Lacquered ware	"	..	..	..	..	..	0 15	45
Medicine	"	5,437 38	19,029	614 34	2,580	..	18,381 21	73,124
" Mats..	Pieces	..	..	..	..	..	180	11
Mahomedans, native	"	..	..	..	..	..	54	324
Mushrooms	Piculs	5 23	.. 288	..	..	..	420 18	23,110
Musk	"	..	..	..	..	..	0 77	3,850
Cotton cloth, native, or nankeen	"	.. 0 54	.. 22	..	..	..	5 66	227
Paint	"	..	..	..	..	..	67 95	1,699
Peas and beans	"	10 0	.. 18	..	..	..	630 0	1,134
Pears and apples	"	466 80	933	83 0	.. 166	..	2,936 30	5,871
" dried	"	10 0	10	..	..	..	10 0	10
Pepper, red	"	..	..	..	..	..	15 50	54
Preserves	"	0 8	1	..	..	..	5 48	82
Prawns	"	..	..	..	..	..	12 0	138
Raisins	"	496 62	1,937	..	..	..	885 5	3,452
Rhubarb	"	108 24	6,494	..	..	..	271 99	16,319
Samshoo	"	160 21	481	..	.. 804	148 0	1,677 7	5,036
Sandstone	"	831 70	998	268 50	..	112 60	1,137 30	1,365
Sand, precious, false	"	..	..	..	..	..	29 90	110
" manure ..	"	200 40	281	..	..	..	457 40	640
Safflower	"	39 43	367	..	..	6 60	140 87	1,389
Seaweed	"	1 0	12	..	..	..	6 8	45
Seeds, melon	"	667 38	2,070	..	..	..	1,555 95	4,924
" flower	"	2 0	8	..	..	..	47 86	191
" senna	"	..	..	..	..	..	320 50	801
Shoes, cloth	Pairs	..	..	..	..	..	300	..
Silk, raw	Piculs	..	..	..	..	..	7 72	618

Description of Goods.	Classifier of Quantity.	Hong Kong, for probable Re-exportation to Chinese Ports.		Che-foo.		Newchwang.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			Taels.		Taels.		Taels.		Taels.
Silk refuse	Piculs	..	..	..	..	44	44	889	889
Silkworms' eggs	"	..	..	..	..	9	98	6,810	6,810
" cocoons	"	..	..	..	..	7	34	85	85
Sinews	"	24	2,648	..	..	32	14	3,533	3,533
Strings, bow	"	..	..	..	..	192	78	1,028	1,028
Skins, cat	Pieces	..	..	..	..	299	30	30	30
" fox, large	"	..	..	..	..	1,363	..	1,772	1,772
" small	"	..	..	..	..	628	42	42	42
" paw	"	..	..	..	..	2,330	36	36	36
" head	"	..	..	..	..	70	4	4	4
" hare, doe, rabbit	"	..	..	..	..	443	35	35	35
" marten	"	..	..	..	..	24	36	36	36
" squirrel	"	..	..	..	..	1,769	142	142	142
" land otter	"	..	..	..	..	781	211	211	211
" sundry small	"	..	..	..	..	10,174	813	813	813
" ass	"	..	..	..	..	412	980	980	980
" leopard	or piculs	..	..	..	..	or 70	0	0	0
" Skin coats, fox	Pieces	..	..	..	..	75	375	375	375
" cat	"	..	..	..	..	3,431	8,584	8,584	8,584
" doe, hare, rabbit	"	..	..	..	..	379	398	398	398
" squirrel	"	..	..	..	..	10	10	10	10
" goat	"	..	..	..	..	2,388	6,448	6,448	6,448
" sheep	"	..	..	..	..	9,167	3,758	3,758	3,758
" Skin sleeves, fox	Pairs	..	..	..	..	138,805	156,842	156,842	156,842
" marten	"	..	..	..	..	82	4	4	4
" squirrel	"	..	..	..	..	97	49	49	49
" and coats, land otter	"	..	..	..	..	13	8	8	8
" Skin collars, marten	Pieces	..	..	..	..	557	334	334	334
"	"	..	..	..	..	7	2	2	2

Description of Goods.	Classifier of Quantity.	Hong Kong, for probable Re-exportation to Chinese Ports.		Chee-foo.		Taiwan-foo.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			Taels.		Taels.		Taels.		Taels.
Skin collars, sheep	Pieces ..	..	..	..	..	..	..	400	100
Soap, Chinese ..	Piculs ..	..	..	..	..	..	..	11,337	85
Tobacco, prepared	" ..	407	6,112	241	3,618	..	..	8,334	33
" canes..	Pieces ..	..	..	..	..	..	..	1,300	260
Varnish ..	Piculs ..	..	..	..	..	..	..	39	82
Vegetables, salted	" ..	169	425	..	..	..	..	3,000	4
Vermicelli ..	" ..	..	..	..	..	..	..	131	16
Vinegar ..	" ..	..	..	..	..	..	..	0	80
Wax, white ..	" ..	..	..	..	..	..	..	4	86
" yellow ..	" ..	..	..	..	..	..	..	9	37
Walnuts ..	" ..	114	343	..	..	..	..	980	68
" shelled ..	" ..	..	..	..	..	..	..	165	59
Wheat ..	" ..	..	..	..	..	..	..	2,224	15
Woollen stockings	Pairs ..	..	..	..	..	..	..	8,680	3,336
Woolens ..	Pieces ..	345	103	..	..	915	274	11,512	434
			Value of Produce exported		..		..	..	946,165
			" Treasure "		..		..	..	4,952,709
			Total Value of Exports		..		..	..	5,893,874

Equal, at 6s. 4d. per tael, to 1,867,976l. 15s. 4d.

N.B.—1 picul equal to 133½ lbs avoirdupois; and 1 tael equal to 6s. 4d.

(A.)—Direct Trade, 1868. Imports and Exports.

General Imports, British and Foreign.	General Exports, British and Foreign.	Total General Imports and Exports.	British Imports, as distinguished from Foreign.	British Exports, as distinguished from Foreign.	Total British Imports and Exports, as distinguished from Foreign.	Remarks.
£ s. d. 355,803 13 8	£ s. d. 32,497 12 0	£ s. d. 388,301 5 8	£ s. d. 333,533 15 8	£ s. d. 32,497 12 0	£ s. d. 366,031 7 8	The direct imports were from England, Hong Kong, Singapore, Japan, and Russia. The exports were to Hong Kong only, for probable re-exportation to other Chinese ports.

Treasure.

Imported from Great Britain or British Colonies ..	Nil	Exported to Great Britain or British Colonies ..	Nil
Imported from other foreign countries ..	Nil	Exported to other foreign countries ..	Nil
Total Treasure Imported ..	Nil	Total Treasure Exported ..	Nil
Total Treasure Imported and Exported ..	Nil		

British Consulate, Tien-tsin, April 16, 1869.

(Signed) J. MONGAN, Consul.

(B.)—Indirect Trade, 1868 (Coast or River Trade). Imports and Exports.

General Imports, in British and Foreign Vessels.	General Exports, in British and Foreign Vessels.	Total General Imports and Exports, in British and Foreign Vessels.	Imports in British Vessels, as distinguished from Foreign.	Exports in British Vessels, as distinguished from Foreign.	Total Imports and Exports in British, Vessels, as distinguished from Foreign.	Remarks.
£ s. d. 4,849,470 10 4	£ s. d. 267,121 6 4	£ s. d. 5,116,591 16 8	Not ascertainable	Not ascertainable	Not ascertainable	The value of tea entered at Tien-tsin for trans- port to Kiachta is not included in this sum- mary. In 1868 it was 252,590 <i>l.</i> 8 <i>s.</i>

Treasure.

Imported in British vessels	£	s.	d.	Exported in British vessels	£	s.	d.
Imported in foreign vessels	..	..	4	Exported in foreign vessels	..	..	0
Total	..	..	4	Total	..	..	0
Total Treasure Imported and Exported in British and Foreign Vessels	..	..	4	Total	£2,251,020	11 <i>s.</i>	4 <i>d.</i>

British Consulate, Tien-tsin, April 16, 1869.

(Signed)

J. MONGAN, *Consul.*

(C.)—SHIPPING RETURN, 1868.

BRITISH.

ENTERED.			CLEARED.			TOTAL ENTERED AND CLEARED.		
No. of Vessels.	Tonnage.	No. of Crew.	Value of Cargo.	No. of Vessels.	Tonnage.	No. of Crew.	Value of Cargo.	Value of Cargo.
129	49,024	Not recorded in 1868	Not separately ascertainable	129	49,024	Not recorded in 1868	Not separately ascertainable	Not separately ascertainable
						258	98,048	

FOREIGN.

ENTERED.			CLEARED.			TOTAL ENTERED AND CLEARED.		
No. of Vessels.	Tonnage.	No. of Crew.	Value of Cargo.	No. of Vessels.	Tonnage.	No. of Crew.	Value of Cargo.	Value of Cargo.
170	60,053	Not recorded in 1868	Not separately ascertainable	168	59,787	Not recorded in 1868	Not separately ascertainable	Not separately ascertainable
						338	119,840	

Total British and Foreign Entered—
 Number of Vessels .. 299
 Tonnage .. 109,077
 Number of Crew .. Not recorded
 Value of Cargo .. Included in total

Total British and Foreign Cleared—
 Number of Vessels .. 297
 Tonnage .. 108,811
 Number of Crew .. Not recorded
 Value of Cargo .. Included in total

Total British and Foreign Entered and Cleared—
 Number of Vessels .. 596
 Tonnage .. 217,888
 Number of Crew .. Not recorded
 Value of Cargo .. £28,008,504 1s. 8d.

British Consulate, Tien-tsin, April 16, 1869.

(Signed) J. MONGAN, *Consul.*

No. 13.

Consul Mongan to Mr. Hammond.—(Received August 2.)

Sir,

Tien-tsin, May 26, 1869.

REFERRING to my despatch of the 17th ultimo, and its inclosed Report upon the Trade of Tien-tsin, I have now the honour to forward a Supplementary Report upon the Russian Transit Trade at this place.

I have, &c.

(Signed) J. MONGAN.

Inclosure in No. 13.

Supplementary Report on the Russian Transit Trade of Tien-tsin.

By the trade above mentioned is meant that portion of the trade between Russia and China which is carried on via Tien-tsin between Kiachta and the more southern Chinese ports, chiefly Shanghae and Hankow. Its great constituents are tea, principally brick, bought and prepared in Hu-kuang,* and shipped from Hankow to Shanghae and this port for conveyance hence to Kiachta; and, on the other hand, Russian cloth, received here overland from the last-named market, and exported from this to other Chinese ports.

By the IIIrd Article of the Treaty that was signed at Tien-tsin on June $\frac{1}{3}$, 1858, trade between Russia and China was established, not only by land, but by sea. By the previous Treaty of Kuldja of the 25th July, 1851, the towns of Ili or Kuldja and Tarbagatai or Chuguchak, both belonging to the remote Government of Ili in North-Western Tartary, and both distant more than 3,000 miles from Peking, had already been opened to Russian merchants; and by the subsequent Convention of Peking of November $\frac{2}{14}$, 1860, the Mahometan city of Kashgar in Chinese Turkestan (now no longer Chinese), was also opened upon the same footing as Ili and Tarbagatai, trade being further permitted by this Convention, under certain limitations, at Urga, in Mongolia, and at Kalgan, or Chang-chia-kow, in the Province of Chili.

Up to the year 1861, however, the great centre of the Russo-Chinese trade was the frontier town of Kiachta, in Eastern Siberia, where a corporation of Russian merchants, exclusively of first class† guilds, had monopolized the barter trade with China for more than half-a-century, carrying on commercial intercourse with a similar body of Shansi merchants, who were established in the adjoining town of Mai-mai-chên, just within the Chinese frontier, and separated only from the Russian town by an open square of neutral ground.

As the trade between these two towns, originally confined chiefly to an exchange of Russian furs for Chinese silk and cotton fabrics, changed

* *I. e.*, Hu-nan and Hu-pei. These two provinces were formerly united under one name "Hu-kuang;" and are both under the government of one officer, whose title still is "The Governor-General of Hu-kuang." Some transit tea may come from Hu-nan, but as it comes chiefly, I believe, from Hu-pei, I shall speak of it as Hu-pei tea in this Report.

† All Russian merchants, as distinguished from retail dealers, are distributed into guilds of the first, second, and third class, and hold certificates of membership from the civil authorities of the cities or towns which are the head-quarters of their respective guilds. At Tien-tsin, for instance, one Russian merchant belongs to the First Guild of Selingiusk; and another to the Second Guild of Kiachta.

gradually into a tea and cloth trade and assumed greater dimensions, the Russian Government found it necessary, in 1854, to permit, to a limited extent, the exportation of gold and silver bullion (which had previously been strictly prohibited, in order to force the Chinese to buy Russian furs and manufactures), and subsequently, in 1861, to legalize the exportation of gold and silver coin.

Thus, the Kiachta trade ceased to be a barter trade in the year which witnessed the inauguration of foreign trade at the new Chinese ports upon the Yang-tsze and in the Gulf of Pecheli.

The monopoly also was abolished in 1861, and since 1862, when the frontier Custom-house was removed from Kiachta to Irkutsk, tea has entered that portion of Siberia which lies eastward of Lake Barkal free of duty.

About this time, moreover, the Russian tea duties were reduced, and in spite of strong protests from Kiachta, the importation of sea-borne tea into European Russia was legalized on April $\frac{1}{3}$, 1862, in order, if possible, to put a stop to the enormous contraband trade in this staple which had notoriously been carried on for years, fostered partly by the high Tariff and partly by the extravagant price that the Russian consumer had been charged for his tea by the Kiachta monopolist.

It was the same conviction of the expediency of regulating a traffic which it is futile to prohibit that no doubt had induced the Russian Government to permit previously, in 1854, a limited exportation of the precious metals, for which a great demand had risen amongst the Chinese merchants in the preceding year. This demand was caused chiefly by the irruption of the Tae-ping rebels into North China in 1853, and the consequent disturbed state of the country, which naturally induced the dealers of Mai-mai-chen to exchange their teas for articles of great value but small bulk, such as gold and silver, in preference to those bales of merchandize that had willingly been taken in more peaceful times.

The Tae-ping rebellion exercised also another influence on the Kiachta trade, attended with results as unlooked for by, as they were unfortunate for, most of the Chinese merchants at Mai-mai-chen. Previous to 1853 Fukien tea had alone been taken to Kiachta for sale, but from 1853 to 1856 its price had risen about 50 per cent, owing to the proximity of the Tae-pings to the tea-producing districts of that province, and as access to those districts became more difficult, some purchases were made of Hunan and Hupei tea. The chests destined for Kiachta were then half filled with this tea and filled up with Fukien, after which they were sold by the Chinese to the Russians as pure Fukien tea. Thus, through the temporary pressure of the rebellion, Hupei tea was first taken to Kiachta under false pretences; but the mixed lots sold so well that some seven or eight of the more far-sighted Chinese, anticipating that the new tea would suit the Russian taste better than the old, began openly to import it, though the great majority still imported the Fukien. The result proved disastrous for the latter, who sustained great losses, amounting, I am informed, to more than 2,000,000 taels, in consequence of the marked preference of the Russians for Hupei tea.

The establishment of foreign trade at the Yang-tsze and Northern Ports, moreover, in 1861, under the then lately-made Treaties and Conventions, and the facilities for safe and speedy sea-transport to Tien-tsin soon afterwards afforded by the coast steamers, induced Russian merchants ere long to take advantage of the new state of things, and to establish themselves at Hankow and this port, so as to compete with the Shansi dealers in supplying the Kiachta market, a competition in which they have admirably succeeded.

An intelligent Chinese, connected himself with the Russian tea trade, and from whom I obtained the information above given respecting the manner in which Hupei displaced Fukien tea at Mai-mai-chen, has informed me also that, in 1863, when the Russians set up in business for themselves at Hankow, the Shansi hongts at the frontier market, that some years before had numbered about one hundred, were reduced to sixty or seventy. He states, moreover, that in 1864 the Russians had learnt how to make brick tea; that in 1865 more than half the quantity sent viâ Tien-tsin to Kiachta, prepared by themselves in the interior of Hupei, proved of better quality than the native-made article; and that since 1866 all the brick tea received here for transport to Siberia has been prepared by Russians, or under their supervision.

My informant further states that at present only four of the old Shan-si hongts at Mai-mai-chen remain; and his opinion is that the Chinese cannot compete with the Russians in the trade, because, in transit to Kiachta, Russian-owned is taxed lighter than Chinese-owned tea.

The Russian transit-trade at Tien-tsin, which has thus grown up within the last few years, under the favourable conditions above referred to, has been conducted hitherto under the Land Trade Regulations framed by M. Baluzac and the Prince of Kung on the 20th February (4th March), 1862, under which some important concessions were also obtained for Russian traders at Kalgan and in Mongolia.

Under Article 10 of these Regulations Chinese produce purchased by Russian merchants at other ports, and brought to Tien-tsin for transport to Kiachta, had to pay the full export duty fixed by the general Tariff of 1858, at the port of shipment, and an additional half duty at Tien-tsin. But, from the 15th April, 1866, this half duty was abolished, and since that date the only duties payable on teas exported by Russian merchants from Shanghai or any other of the open ports to Kiachta viâ Tien-tsin are:—

1. The general Tariff duty of $2\frac{50}{100}$ taels per picul (16s. 8d. per 133 $\frac{1}{3}$ lbs.) on all kinds of tea other than brick tea; and
2. A special duty on brick tea of 6 mace per picul (4s. per 133 $\frac{1}{3}$ lbs.), fixed by the Supplemental Russian Tariff of the 27th February (11th March), 1862.

This abolition of the half duty in 1866 had, as might have been expected, a very noticeable effect in stimulating the transit of brick tea to Kiachta by Russian agency, as shown by the Foreign Customs Returns.

Prior to that year, indeed, brick tea landed here for the Siberian market was not entered separately in the Returns; but, assuming that the whole quantity yearly imported in foreign bottoms was sent to Kiachta, the contrast shown between the annual importations of the period preceding and the period succeeding the abolition of the half duty is very marked; thus—

					Lbs.
In 1862 the importation was	..	..	..	..	1,485,027
1863	..	..	..	..	1,626,337
1864	..	..	..	..	1,604,725
1865	..	..	..	..	1,647,888

Such were the total quantities imported each year in the 1862–65 period, and assumed to have been imported for Kiachta. From 1866 to 1868, on the other hand, the quantities of brick tea known to have been imported for Kiachta were:—

					Lbs.
In 1866	..	..	..	..	2,399,291
1867	..	..	..	..	8,679,501
1868	..	..	..	..	7,083,029

The above figures for the 1866-68 period, however, do not represent the actual quantities prepared in each of these years at Hankow for transit to Tien-tsin, and need here a corrective remark. The great importing season for brick tea at this place being November and the beginning of December, just before the Peiho freezes, it may so happen that, from the early appearance of the ice, or from a temporary want of accommodation in the steamers, the whole of some years' intended supply cannot arrive here within that year, and that the quantity thus shut out in the winter is brought up in the following spring.

That this was actually the case in 1867 I have been informed by M. Skattschhoff, the Russian Consul at Tien-tsin, who is a good authority, as he issues the certificates, countersealed afterwards by the Chinese authorities, under which the tea is passed to Kiachta.

Had all the 1866 tea then arrived within the year, the Returns would have shown a still greater contrast between the importation of 1866 and that of the preceding years, and would have proved also, I believe, that 1867 fell short of 1868.

Now, though a British, or any other foreign merchant, the subject of a Treaty Power, might, I presume, under the favoured-nation clause, send brick-tea to Kiachta on payment of the special Tariff duty of six mace per picul,—a Chinese subject cannot do this, but is placed at a disadvantage with the foreigner as far as duties are concerned, whether he import his brick-tea into Tien-tsin in foreign or native bottoms.

If he import it in foreign bottoms he must pay six mace at the port of shipment, and, in addition, he must pay certain duties at each inland Customs barrier between Tien-tsin and Mai-mai-chên, for the half duty was abolished only with reference to Russian-owned Chinese produce. In this case, therefore, there can be no doubt that the Russian is protected against the Chinese trader.

If, on the other hand, his tea arrive by junk, not to mention any duties which he may have to pay at the port of shipment, he must certainly pay Customs dues and likin at Tien-tsin, and pay the former again at Tung-pa, Nan-kow, and Chang-chia-kow.

At the native Custom-house at Tien-tsin, teas pay according to their quality, viz., 3 mace per picul on first, 2 mace per picul on second, and $1\frac{1}{2}$ mace per picul on third class teas. The Chinese importer then, in this case, would have to pay at the native Custom-house here a duty of 2 mace, per picul, as brick-tea is considered to belong to the second class of teas, and he would probably have to pay the same, or nearly the same, amount at the three other places above-mentioned. I have been unable to ascertain what is the scale of duties leviable on tea at Tung-pa, Nan-kow, and Chang-chia-kow, but it is certain that an inland duty would be levied at the Customs stations at these places, and I think it may safely be presumed that the aggregate of the four duties and likin payable by Chinese-owned brick-tea brought by junks to Tien-tsin en route for Kiachta, added to the public charges at the port of shipment would certainly exceed 6 mace per picul, and that my Chinese informant was right, therefore, when he said that natives were taxed heavier than foreigners (in this branch at least) in the Kiachta trade.

With regard to the Chinese nomenclature of native Custom-houses in this province, I may here remark that the Central Custom-house of a Customs District is called a "Kuan-kow" or "Ta-kuan," and that under it are placed a number of subordinate Customs stations called "Shui-chu-tzu" or "Tzu-kow," each charged either with the collection of certain duties or simply with the examination of goods on its own line of approach, by road or river, to the Central Custom-house. If the subordinate

station be for examination only it is called also a "Chi-cha-kow;" and the examiners, it would seem, rely not so much upon their regular wages at these last-named stations, as upon the irregular fees which they receive from traders to pass their carts or boats.

The Russian transit trade, however, is not confined to brick tea, as the following Table, which gives the quantities and values of the tea sent through Tien-tsin to Kiachta from 1866 to 1868 inclusive, will show:—

TABLE No. 1.

Description of Tea.	1866.		1867.		1868.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Lbs.	£	Lbs.	£	Lbs.	£
Brick	2,399,291	68,380	8,679,501	226,752	7,083,029	168,222
Black	1,427,321	94,916	1,114,047	66,146	1,766,756	83,921
Green	..	..	..	..	5,095	447
Totals	3,826,612	163,296	9,793,548	292,898	8,854,880	252,590

The next Table shows the total quantities of the various kinds of tea imported into Tien-tsin in 1868 by foreign vessels, discriminating the quantities and values of the teas subsequently sent to Kiachta, from those retained in this market for local consumption:—

TABLE No. 2.

Description of Teas Imported in 1868.	Total Imports.	For the Kiachta Market.		For the Tien-tsin Market.	
	Quantities.	Quantities.	Value.	Quantities.	Value.
Chinese:—	Lbs.	Lbs.	£	Lbs.	£
Black . . .	2,022,053	1,766,756	83,921	255,297	12,126
Brick ⁿ . . .	7,083,029	7,083,029	168,222	..	..
Green .. .	15,526	5,095	447	10,431	917
Dust . . .	32,346	..	..	32,346	230
Japanese:—					
Green .. .	577,950	..	..	577,950	6,040
Dust . . .	52,620	..	..	52,620	350
Total .. .	..	8,854,880	252,590	..	..
Total .. .	..	..	..	928,644	19,763

Of the Chinese teas specified in the above Table, all the brick and green, and nearly all the black, were imported from Shanghai, and nearly all the dust from Hong Kong; a small quantity of Japanese green tea came via Shanghai, and of dust via Hong Kong, the rest coming direct from Japan.

The quantity of tea required for Tien-tsin itself, with its 400,000 inhabitants, not to speak of other cities which receive their supplies chiefly through this market, must greatly exceed the comparatively small portion imported for local consumption, as shown in Table No. 2, and, as far as I can learn, the balance of the year's supply was brought up partly by the Koku junks, and partly by the rice junks. These latter are permitted to import a certain quantity of general cargo free of duty, four-fifths of the hold of each being set apart for the tribute rice, and one-fifth allowed to be laden with the duty-free goods, of which, unfortunately, no detailed account is kept.

Whilst the abolition in 1866, of the half-duty on tea sent by Russian merchants viâ Tien-tsin to Kiachta has, as above shown, greatly increased the Russian transit trade at this port, the legalization of the importation of sea-borne tea into European Russia has, doubtless, on the other hand, diminished the general import trade of Kiachta. Mr. J. S. Lumley, late Her Majesty's Secretary of Embassy at St. Petersburg, in his valuable Report upon the Russian tea trade, presented to both Houses of Parliament in 1867, has proved, by an exhaustive analysis, that tea reaching Moscow from Kiachta costs much more per lb. than tea of the same quality reaching the former city by way of London, Königsberg, or Hamburg; and the conclusion he arrives at is: "That, although the Kiachta trade may still be able to meet with profit the demand for tea in Siberia and the northern provinces of Russia, it cannot compete with the European trade by which the southern and western provinces of Russia are now supplied."

Mr. Lumley must have been misinformed, I think, with regard to the manufacture of brick tea, or my inquiries, at least, do not bear out his assertion when he says that the tea leaves are "dipped in sheep's blood, kneaded into a kind of paste, and pressed into cakes of the form of bricks or tiles." The Russian Consul informs me, that it is made simply by pressure, and that the old leaves of the tea plant are better suited for it than the young, as they contain more viscous matter.

Mr. C. M. Grant, of Kiachta, also a resident of the great brick tea depôt of Eastern Siberia, thus describes its fabrication:—"It is made of the coarser leaves and upper branches of the tea plant, and does not undergo the various processes of manipulation and desiccation to which black and other teas prepared for European consumption are subjected; but, when in its natural state, is moistened by a simple application of steam, and then compressed in wooden moulds into the form of bricks (whence its name). These bricks are piled up in stacks, so as to allow a free current of air to circulate through and around them. In this manner they are dried in a place protected from the rays of the sun." The bricks, when quite dry, are each wrapped in paper, and then made up into lots of thirty-six bricks each, and packed in matted packages or baskets.

Large green brick tea is thus prepared, according to Mr. Grant, and the two other kinds, viz., small green and black, are prepared in the same manner. The small is of better quality than the large green, from more care being taken in the selection of the leaves; and the black is "fabricated from the powders which remain from the black teas prepared for the European markets."

A brick of large green is 13 inches long, $6\frac{1}{2}$ inches broad, and $1\frac{1}{4}$ inches in thickness; a brick of small green or black being $8\frac{1}{2}$ inches long, $5\frac{1}{4}$ broad, and $\frac{7}{8}$ of an inch thick.

Mr. Grant further states, that "a Mongol tests the soundness of tea by placing a brick on his head, and pulling the extremities downwards with both hands; if the brick does not break or give, it is sound; if it breaks or bends, it is comparatively worthless."

I may add, that brick tea is the currency of the Mongols, and that travellers who intend passing through their country should take with them a supply of this article, as useful in Mongolia as coin or circular notes are in Europe.

Russian Cloth.—From the opening of this port to 1865 inclusive, the quantities of Russian cloth sent from Tien-tsin to other Chinese ports, were included in the General Return of Exports; but since 1866, they have appeared in the Returns as Foreign Imports re-exported.

This Russian cloth is a close woven woollen fabric, of heavy texture,

used much more in Northern than in Southern China; it is called "kala" by the Chinese, and each piece is about 60 yards long and 2 wide, exclusive of selvage. Three descriptions of it, viz., green, dark blue, and scarlet, may be commonly bought in the shops of Tien-tsin, where it is sold at so much per Chinese foot (tailor's measure*).

The green kala is used chiefly for covering the official chairs of the higher Mandarins. The scarlet, of which there is a greater consumption for purposes of upholstery and for female wear, and the dark blue, called by the Chinese "Yen-wei-ching," or "swallow-tail blue," is in most demand, the "ma-kua," or short outer jackets of the well-to-do natives, being often made of this cloth.

The present prices of these three descriptions of kala in the retail shops of Tien-tsin calculated at an exchange of 1,000 copper cash per Mexican dollar at 4s. 2d., are:—

Green kala, 1,300 copper cash, equal to 5s. 5d. per tailor's foot.			
Dark blue ditto, 1,200	„	„	5s.
Scarlet ditto, 1,150	„	„	4s. 9½d.

In 1866, 1,040 pieces of kala were exported from Tien-tsin to Shanghai and Foo-chow, and in 1867 the exportation was 1,776 pieces; whilst in 1868, according to the Returns, not only was there none exported, but there was a net importation by sea of 197 pieces sent here from Hankow to meet a sudden rise in price in the Tien-tsin market, caused by a diminution in the supply received overland from Kiachta, which amounted last year to only 651 pieces.

The falling-off in the export of kala from Tien-tsin to the more southern ports was caused, I believe, by its having lately been exported more largely from St. Petersburg to China by sea, as the cost of conveyance by water is much cheaper than by land. As so much of the tea that is now sent to Kiachta is also no longer purchased at Mai-mai-chen but in Hu-pei, it is natural that this tea should be partly paid for by Russian manufactures conveyed by the cheapest route to Hankow, the great port of that province.

Under this state of things, then, it seems probable that the southern Chinese ports will in future receive by sea such Russian broadcloth as they may require, and that Tien-tsin will still draw its supply from Kiachta, for cloth brought from the latter to the former place pays but two-thirds of the General Tariff duty, according to the Land Trade Regulations of 1862, the remaining third being paid only if the said cloth be shipped at Tien-tsin for the other coast ports. Thus, in this case, the lighter tax may counterbalance the greater cost of land conveyance.

Russian-owned merchandize, passing to and fro between Kiachta and Tien-tsin must follow the prescribed route by Kalgan, Tung-pa (near Peking), and Tung-chow. The traders, on passing through Kalgan may deposit there one-fifth of the merchandize entered for Tien-tsin giving due notice to the local Chinese Superintendent, and receiving from him a permit to sell these goods in Kalgan. The goods so retained there for sale pay, as at Tien-tsin, only two-thirds of the General Tariff duty, and the Regulations provide that the Russians are not to form regular mercantile establishments at the place.

Notwithstanding this, it may be seen by opening Morris' Hong Kong Directory for 1869 that Kalgan contains at least two Russian firms with

* Two-foot measures are in common use at Tien-tsin, viz., the "Tsai-chih" or tailor's foot, equal to $13\frac{3}{10}$ English inches; and the "Mu-chih" or carpenter's foot, equal to 12 English inches. The Chinese "chih" in the calculations of the Tariff of 1858 is held to be equal to $14\frac{1}{10}$ English inches, but the local variations from this standard throughout the Empire are innumerable.

regular hong names in Chinese characters, like any of the mercantile firms at Shanghai; and it is also worthy of remark that whilst Chinese goods bought by Russian merchants at Tien-tsin or Tung-chow, for transport overland to Russian territory, pay an export duty equal to that levied according to the General Tariff of 1858, the same kind of goods bought by the same class of merchants at Kalgan for the same destination, pay an export duty equal to only half the export duty levied according to the same General Tariff.

(Signed) J. MONGAN, *Consul.*

British Consulate, Tien-tsin, May 26, 1869.

No. 14.

Consul Medhurst to the Earl of Clarendon.—(Received July 16.)

My Lord,

Shanghai, May 20, 1869.

I AM instructed by Sir Rutherford Alcock, K.C.B., to forward to your Lordship the accompanying printed copies of each of the Reports on Trade by Mr. Vice-Consul Holt (of Tamsuy) and Mr. Assistant Allen (of Chinkiang) which have been published in the local newspapers. None of Mr. Holt's Returns have been regarded as possessing sufficient interest to the merchants to need local publication, and Mr. Allen's Report was not accompanied by any Returns.

I have, &c.

(Signed) W. H. MEDHURST.

Inclosure 1 in No. 14.

Report by Mr. Vice-Consul Holt on the Trade of the Ports of Tamsuy and Kelung for the Year 1868.

Sir,

Tamsuy, December 31, 1868.

I HAVE the honour to hand you herewith the following Trade Returns for the ports of Tamsuy and Kelung, and my Commercial Report thereon for the year ending at date:—

1. General Return of British Shipping at Tamsuy and Kelung.
2. Return showing the shipping operations at Tamsuy and Kelung respectively.
3. Return of foreign shipping (not British) at the ports of Tamsuy and Kelung.
4. Return showing foreign imports in foreign vessels for the two ports.
5. Return of Chinese produce imported in foreign bottoms to the two ports.
6. Return of Chinese produce exported in foreign bottoms from the two ports.

Upon these Returns I now venture the few following remarks:—

The Shipping.—Referring to British vessels alone shows, I am happy to say, a large and remarkable increase. It is true that the number and tonnage of steamers is slightly below that of last year; but that is a question of no moment, as they come only to bring opium and piece goods, or to coal,—lying in the former case off the port but for a few hours; and it is mere chance work whether a large steamer like the “Glengyle,” of 1,265 tons, or the “Undine,” of only 386 tons, brings the drug. As

regards trade interests, therefore, as judged by the number and tonnage of the steamers visiting the port, there has been no falling-off. On the other hand, the very large increase—speaking as I do, comparatively, of small ports—in the sailing-vessels, is worthy of note. Last year we had but 24 of these visiting this Vice-Consular district, of the tonnage of 6,784 tons; and of these 15, of 4,628 tons, took coal from Kelung. We have now 62 vessels, of 16,140 tons, trading here, of which 44, of 12,394 tons, traded in coal at Kelung, showing an excess of 38 vessels, of 9,356 tons, for 1868 over 1867. I am not, however, inclined to regard this sudden increase as being permanent. I look on it as being the result in a great measure, of the various vessels of the several Kingdoms, Principalities, and Confederations which are now classed under the general head of the North German Confederation, having, as I understand, all been ordered to take the first opportunity of returning to Europe for re-registration. The consequent removal of so many vessels from these seas would necessarily bring forward British shipping; and I should not be surprised were the Returns of 1869 to show a falling-off, as it cannot be doubted that there is a general preference, as regards coasting trade, for foreign (*i.e.*, not British) vessels of the class of schooners and barques. Yet, however, I do not anticipate any diminution in the actual foreign tonnage, but, on the contrary, a steady increase.

Foreign Shipping.—In this also there is an increase, but only a slight one, there being only two or three vessels of some 3,000 tons in excess of last year's Return. It is, however, worthy of observation that the Danish ships have supplanted those of Holland, there being six of the former, and none of the latter, this year; against seven of the latter, and none of the former, last year. We have also had vessels from Japan, Siam, and Norway; while Russia remains unrepresented.

Foreign Imports.—The sum total of these shows a decided decrease. It must not, however, be judged from this that there is any falling-off in trade. Primarily, I put this decrease to the fact of the merchants having large stocks of various goods on hand at the close of 1867, which has necessarily not called forward supplies from other places. An examination of the Return will, however, show that the decrease is confined to a few unimportant items, or to other costly ones, a slight decrease in the importation of which would make a perceptible difference in the figures of the Returns of a small district like this. This falling-off will chiefly be noticed in opium and woollen piece goods, but, as before stated, there is reason to attribute it to heavy stocks on hand at the beginning of the year. Another cause to account for the falling-off of opium consignments, is to be found in the almost undoubted fact that Chinese merchants import it in native vessels to Tenkeham and other places on the west coast, where it evades the foreign Customs dues and has but to defray the lekin tax, which in itself is lighter than it is at Tamsuy. This lekin tax question, although one very difficult to deal with, concerning, as it apparently does, only Chinese officials and merchants, should yet be made the subject of remonstrance, as it actually does great harm to foreign trade, and is, consequently, opposed to the wording of the Treaty. Here the lekin tax on opium is as much as 60 dollars per chest.

Native Imports in Foreign Bottoms.—Here also is a marked falling-off, amounting to about 7,000*l*. It is not, however, a decrease of foreign, but of native trade, and it is impossible to account for it. The short-comings will be noticed principally in cotton, nankeens, paper, preserves, and sugar-candy, of which absolutely none has come forward against about 700*l*. worth last year.

Native Produce exported in Foreign Bottoms.—I now come to the

Return which I consider, with that of foreign shipping, as showing more conclusively than any others whether there is relaxation of, or progression in foreign trade. I have shown that the foreign import trade holds its own, and that foreign shipping has greatly increased during the past year. The causes of the falling-off in the quantity and value of Chinese produce imported, can be known only to the native merchants, who, in almost every case, import it. As regards Chinese exports, however, the case is different, the most valuable of them being in a great measure in the hands of foreign merchants. And it is, therefore, with considerable satisfaction that I am able to report an increase on last year's Return of more than 38,000*l.*, a sum more than sufficient to counterbalance any deficit which may appear in regard to native and foreign imports.

I now proceed to mention some of the principal articles of export, and to offer a few remarks on each.

Camphor.—In view of the apparent complete extinction of the monopoly which has existed for some time past in this important product, it may not prove uninteresting to take a comprehensive retrospective view of the causes which led to its formation and decline. It originated with certain Cantonese compradores, who had been in the employ of foreign merchants some years ago, when they turned their attention to transactions in the article in question. When, from causes which I have already submitted to your Excellency, camphor was neglected, these compradores left the firms which had employed them, co-operated, and by means of bribery and the powerful influence which they were enabled to command in the Fuh-keen province, obtained from the Viceroy a concession of monopoly in dealing in camphor, which had the effect of practically placing the whole trade in their hands, to the exclusion of foreign merchants. This system being clearly adverse to our Treaty rights, I submitted the question to the Viceroy, and succeeded in obtaining from him a written declaration that our merchants might trade in camphor with whomsoever they please. Supported by this authorization, I took measures which have resulted in the end in a peaceful solution of serious difficulty; and camphor is now purchasable at lower rates than it has been for a long time past.

Tea.—I would again ask your Excellency's attention to the necessity of causing some difference between the duties on first class teas and those of a lower quality. The imposition is a grievous burden here, where the teas are usually of an inferior sort, and some concession made on this head would, undoubtedly, lead to an expansion of trade in that article.

Timber.—A trade in this article is springing up, and is decidedly worthy of fostering. Formosa, no doubt, produces splendid wood; and the Chinese Government should be induced to offer every facility for opening up the east coast which produces it. The introduction of a system of guaranteed cargo boats trading on this coast will give us the opportunity of availing ourselves of a vast mine of timber of great value, and of extensively developing the resources of the country.

Coal.—Under this head I would earnestly solicit your Excellency to cause some reduction of the enormous duties levied upon it, namely, 66½ per cent. The amount is preposterous, and hampers the trade, which, as the Returns show, would vastly increase were due facilities offered. The information which has been supplied to your Excellency on this head, as regards the prime cost of coal and its charges for freight, &c., is very erroneous. I have been at some pains to ascertain the true state of the case, and cannot do better than lay before you copy of the letter which was addressed to me by Mr. Kerr, of the firm of Dodd and Co., on this subject. I also inclose two *pro forma* invoices and account sales supplied to me by Messrs. Dodd and Co. By these your Excellency will perceive

that the charges are indeed very onerous, and that it would be a great boon could they be lightened.

I take this opportunity of forwarding to your Excellency a very able report drawn up at my request by Mr. Assistant Allen, on the coal trade and mining in the districts around Ke-lung. It gives a very clear insight into the method of conducting these operations.

I may mention that a Mr. Wood, mining engineer recently employed in Siberia, has come to Ke-lung for the purpose of applying European science to the better development of these mines. I have told him that, while I am not in a position to sanction his commencing operations on his own account, yet that I am prepared to afford him every assistance in my power, and that I shall place no obstacle in the way of his being employed as overseer by any Chinese mine-owners. By adopting this course, it appears to me that European skill will be brought to bear without the Chinese authorities being able to make any objections, and gradually, as the novelty of the thing wears off, and the advantages of the system became apparent, others will follow the example set them, whereby a great extension of the coal trade must assuredly result, as a far superior class of coal will then be produced.

Generally speaking, the prospects of Tamsuy and Ke-lung are very satisfactory, and the inauguration of the system of guaranteed cargo-boats is likely to prove highly beneficial. Setting aside the serious disturbances consequent on the assault on Messrs. Kerr and Bird, we have had a very peaceful year. The camphor monopoly has been destroyed, at least at the northern end of the island. On my representations Captain Brooker, of Her Majesty's surveying-ship "Sylvia," marked out the most advantageous spots for laying down buoys and setting up beacons, and during the year one beacon has been put up at the entrance of this harbour, two at Kelung, beside two buoys there. A screw-pile buoy was also put down at Tamsuy, but was unfortunately broken off by a junk, and it cannot be replaced for some time. Tamsuy Harbour was also surveyed by Captain Brooker.

I am much indebted to Mr. Taintor, the Commissioner here, for his courtesy in allowing me to avail myself of the Customs books in compiling my Return of Trade; whereby I am enabled to transmit them to your Excellency at a much earlier date than I should otherwise have been enabled to do.

Respectfully,
(Signed) HENRY F. HOLT.

Memorandum.

The following items of information relative to the coal-mines in the neighbourhood of Kelung, partly derived from personal investigations, and partly the result of inquiries made consequent on a visit paid to the mines on the 14th instant, may not prove uninteresting.

The mines at present in working order are forty-six in number, and occupy a tract of country covering an area of some thirty miles to the eastward of the town of Kelung. They produce an aggregate, in the year, of 300,000 piculs or 17,142 tons, a third of which is exported in 200 junks from Kelung. Some 1,300 miners are employed, whose wages are at the rate of 40 cents a day per man, while that of the porters carrying the coal to the water's edge averages 30 cents. The range of hills in which the coal is found in abundance touches the seaboard at a small bay

called Pa-tow-ah, known in the charts as Coal Harbour, three miles distant from Kelung. The distance from this bay to the nearest mine is three-quarters of a mile up hill, down which the coal is brought by porters, and taken thence in junks to Kelung for sale. A navigable creek called Tien-lia Kiang, two and a-half miles in length, connects the more remote or "inner mines" with Kelung itself.

The cost of transport from Coal Harbour to Kelung by water, is from 1 dollar 50 cents to 2 dollars per 100 piculs, it being influenced by the state of the weather; while that from the inner mines along the creek to Kelung is about 1 dollar per 100 piculs, the boats used carrying 50 piculs or 8 tons.

The price of the coal at the pit's mouth is quoted at 13 dollars, and at Kelung it ranges from 16 to 22 dollars per 100 piculs, that is, from 13s. to 18s. per ton, the latter price being paid for the very best picked coal.

The coal is found within a very few feet of the surface, and the mines are, in most cases, worked into the side of the hill in nearly a horizontal direction, and the water which accumulates therein is thus enabled to run off easily through the entrance. In some instances, however, the strata dip slightly inwards, and then pumps on the same principle as the chain-pumps seen in the paddy fields throughout Southern China, are employed, which, worked by three or four men, raise about twenty-five gallons of water per minute. This contrivance answers well enough for the little drainage necessary. The depth of the mine hardly exceeds 500 yards, as when the vein is worked through it is left; its height at the entrance is from 3 to 20 feet.

The lamps used by the miners are merely small saucers with oil, and a wick protruding over the side, one end of which is lighted, and the saucer placed in a niche in the side of the mine. Firedamp seems unknown, though no special means are employed to secure ventilation.

The proprietors of the mines are, as a rule, the descendants of the first settlers after the expulsion of the savages; the heads of the clans some twenty years ago petitioned the officials to prohibit the working of the mines, for fear of the ill-luck which would, as they said, result, but the payment of a slight tax sufficed to overcome any opposition at that time. The obstinacy of the officials, combined with the want of proper mining ability, has hitherto impeded the working of the most productive beds of coal, said to lie beneath the level of the river leading to Kelung. The proprietors state their unwillingness to sell or lease the mines to foreigners without official sanction, and their capital does not admit of their employing foreign machinery. The war-tax levied on the exportation, amounts to 2 dollars 40 cents per 1,000 piculs, or $2\frac{1}{2}d.$ a ton, the picul of this district being estimated at 128 lbs.

With regard to the respective merits of Coal Harbour and Kelung, it may be observed that the latter, though in the main the largest harbour of the two, has not sufficient depth of water to shelter more than four or five vessels at work at one time during the prevalence of a north-west wind, to which it is peculiarly exposed; and it is not, as before stated, so near to the mines.

The chief faults found with the Kelung coal are, that it burns too quickly, and generates an enormous amount of smoke. If properly mined, however, these defects might disappear. Some obtained last year was considered to be but 25 per cent. inferior to the best Welsh coal.

It is a matter of regret that the Formosan coal-mines cannot have the advantage of European science and skill applied to the working of them, as much better coal would in all probability be procured when deeper

shafts were sunk in the coal beds: the resources of the country would then be properly developed, and Kelung would become, as from its geographical position it deserves to be, the regular coaling station for Her Majesty's ships of war, and all merchant steamers running on the coast of China and to Japan.

(Signed)

HERBERT J. ALLEN,

Second Assistant.

Tamsuy, February 28, 1868.

Inclosure 2 in No. 14.

Report by Mr. Assistant Allen on the Trade of the Port of Chin-kiang for the Year 1868.

IMPORTS.

THE total amount of imports for the year 1868 is estimated at 5,693,980 Chinkiang taels, equa, at 6s. 1d. per tael, to 1,731,918*l.* 18s. 4*d.*, of which native imports are valued at 2,037,117 taels, opium at 2,530,315 taels, and other foreign products at 1,126,548 taels. The total value of imports in 1866 was 3,453,629 taels, of which 3,165,589 taels represented the value of opium alone; and the total in 1867, 3,336,618 taels, in which amount opium was estimated at 2,762,197 taels. Consequently, the total increase in the value of goods imported in 1868, as compared with that of the year before, is about 70 per cent., and leaving opium out of the question, no less than 450 per cent. I subjoin a comparative statement of the principal imports during the past three years.

	1866.	1867.	1868.
Opium Piculs ..	5,042	4,837	4,878
Sandal wood "	8,322	11,131	12,231
Sapan wood "	306	652	2,936
Sugar, brown, foreign "	8,976	17,372	27,221
" white "	2,909	8,664	14,719
" brown, native "	31,367	31,671	47,132
" white "	28,685	31,536	32,573
" candy "	964	938	1,660
Shirtings, grey Pieces ..	14,384	45,650	174,780
" white "	1,466	5,069	10,250
Cottons, assorted "	3,380	22,241	62,252
Woollen piece goods "	4,364	9,082	22,450
Nail rod iron Piculs ..	5,014	2,899	8,731
Pea and bean oil "	15,769	21,156	11,980
Fungus "	666	698	815
Hemp "	10,566	3,337	5,910
Wood oil "	79,762	83,923	88,179
Paper, 1st "	157	190	339
" 2nd "	1,062	998	1,099
Tallow, vegetable "	13,837	16,676	17,476
Tobacco, leaf "	4,308	3,958	2,182
" prepared "	5,516	3,454	2,354
Medicine "	1,319	1,985	2,562

The most noticeable item in this Table is decidedly that of grey shirtings, the increase in the amount imported in 1868 over that brought here the year before being nearly 300 per cent. Other cotton piece goods and woollens also show an immense advance. This is not only a satisfactory proof of the improvement of trade at this port, but it also shows

that our manufactures are becoming more appreciated by the Chinese, and that fresh marts for foreign goods are being opened up-country. It has been remarked to me by a merchant, that the sale of woollens may be taken as a test of the prosperity of any district in China, as the expense of these fabrics to a native is greater than that of the finest silks. It is fair, therefore, to argue the greatly increased prosperity of this neighbourhood from the present large imports of woollens, as compared with the amounts sold here in former years.

A great increase in the items of sugar, nail-rod iron, sandalwood, and sapanwood is also to be noted. Large quantities of these goods are conveyed into the interior under transit passes, and there is evidently a great demand for them in the large towns in this neighbourhood. The only articles in which any falling-off is shown are the native products, tobacco, and pea and bean oil. The decrease in the amount of the last-named item is owing partly to the market being overstocked in 1867, and to the fact that large quantities of pea and bean cake reach this district from the north by way of the Great Canal, so that it is expected that this article will form an item of export this year instead of import.

I may remark here that timber, which used in 1863 to 1865 to form a large item of import, is now never brought to this port by foreigners, as investments in rafts have been found to be too hazardous.

EXPORTS.

The total value of goods exported from Chinkiang during 1868 amounts to 441,919 taels, equal to 134,417*l.* *Os. 7d.*, against 385,928 taels in 1867, and 274,491 taels in 1866, showing an increase for the present year of about 14 per cent. Silk piece goods alone are valued at 411,440 taels. I subjoin a tabular statement of the principal exports during the last three years.

				1866.	1867.	1868.
Silk piece goods	..	Piculs	..	376	593	887
Cotton, raw	..	..	..	976	1,392	707
Grain	..	..	..	1,032	4,898	1,982
Medicine	..	..	..	396	361	401
Copper cash	..	..	..	34,537	..	940
Lily flowers	..	..	..	160	209	490
Paper	..	..	..	237	185	371

It will be seen from the above Table that a satisfactory increase is shown in the principal article of export—silk piece goods. Above 300 silk looms are at work in Chinkiang, which is a sign that the people are returning to their houses since the Tae-ping rebellion has been put down. The copper cash exported from Chinkiang used formerly to be sent to Hankow, whence it was forwarded to the tea country, to be used as payment for tea. The custom of contracting to purchase teas has now almost entirely ceased, in addition to which the tea districts are well supplied with cash from the former large imports from this place and Ningpo, as well as from an immense importation of Japan cash in 1865. Consequently, this branch of the export trade of Chinkiang is not in a very flourishing condition. With regard to the trade in raw cotton, it is found that Shanghae is a better outlet for the Tung-chow cotton districts than this port, and therefore the export of this product is but small, and is not likely to increase.

I may mention at this stage of my Report that, on the north bank of

the river, opposite Chin-kiang, is a depôt for salt ; and that from 5,000,000 to 7,000,000 taels worth of this article is annually exported in native boats.

Treasure.—The item treasure has not been included in the two above Tables: 523,186 taels of sycee silver having been imported, and 863,020 taels exported. The copper cash exported is valued at 8,500 taels.

Shipping and Freights.—The total number of vessels entering this port from up and down the river, in 1868, amounts to 1,332, of 729,634 tons, although, of course, many of these had no cargo for this place. The foreign trade on the Yang-tsze is carried on principally by two companies, the Shanghai Steam Navigation Company, running every week three steamers, under the American flag, up the river, and the same number down; and the Union Steam Navigation Company, with one steamer a week each way, under the English colours. These two Companies charge 2 taels per ton of 40 cubic feet from Shanghai, and 3.50 taels from Hankow. This charge is so excessive that an opening is given to small vessels of the lorch class, which are much patronised by the Chinese and by foreign merchants, when delay is not of much consequence. 157 lorchas and schooners, of 13,853 tons capacity, entered this port from down river in 1868, of which 84 went on to Hankow. Of these 157, 93 were English, 27 American, 28 North German, 8 Danish, and 1 Dutch. An attempt was made during the summer to start a new line of steamers, but the projectors of the scheme found themselves unable to compete with the two lines already established, who combined to drive the new steamers off the river. 38 foreign-owned junks, of 3,314 tons arrived here from Hankow during 1868.

Duties.—I subjoin a Table of Duties received at this port during the past year :—

				H. taels	m.	c.	c.
Import duties	..	..	..	1,020	0	3	9
Export duties	..	..	..	11,965	8	4	3
Tonnage dues	..	..	..	3,184	1	0	0
Coast trade duties	..	..	..	10,827	9	7	5
Transit dues	..	..	..	5,541	7	1	6
Duties on native craft	..	..	..	6,097	1	2	6
Total	..	..	..	38,636	7	9	9

The total amount of duties paid in 1867 was 24,254 taels 4 mace 6 candarins 7 cash. leaving an increase for the present year of 14,382 taels 3 mace 3 candarins 2 cash. The most remarkable item in the above Table is that of transit dues, as the amount paid in 1867, was only 439 taels 6 mace 4 candarins 2 cash. This increase is most satisfactory, as showing that the trade at this port is not entirely absorbed by the Chinese. It is calculated that about 30 per cent. of the cottons imported into Chin-kiang, 10 per cent. of the woollens, 20 per cent. of the iron, 10 per cent. of the sugar, and 20 per cent. of the sandalwood, are sent into the interior under transit pass. The principal inland marts in this neighbourhood are Ching-chiang-pu, Huai-an-fu, Ch'u-chow-foo, Wu-hu, Yang-chow-fu, Nanking, and Lieo-chow-foo.

Native Exactions.—I subjoin a list of charges on cotton at the various Custom-houses between this and Ching-chiang-pu, on the Great Canal, as a specimen of the usual "squeezes" on native-owned goods in this district :—

					Copper cash.
Kua-chow ..	..	..	..	..	120
Yang-chow-foo	..	..	..	..	60
Soa-poh ..	..	..	..	..	40
Ma-pêng-wai	..	..	..	..	50
Kao-yu ..	..	..	..	..	50
Pao-ying ..	..	..	..	..	50
Huai-kwan .	..	..	..	..	50
Total ..	..	..	..	..	420

The only place at which any attempts to levy duties on foreign-owned cargo have been made is Hai-kwan, where, on two occasions, the Customs officials stopped property belonging to British merchants, because the Chinese in charge of the goods refused to pay the ordinary native tax. Full compensation has since been exacted for this illegal action.

In addition to the import duty of 30 taels on each chest of opium, a war tax of 38 Hai-kwan taels is also levied, which is supposed to cover all other payments in the province. At Hai-kwan, however, where the chief official is a Superintendent of Customs, appointed directly by the Throne, a further tax of 128 Hai-kwan taels is levied, making a total of 196 Hai-kwan taels, or nearly 300 dollars, charged on every chest. It was suspected last summer that an attempt was being made to impose extra taxes, in an underhand way, on opium sold by foreigners, as although the native dealers were doing a large business, foreign merchants were unable to sell a single chest. The Taoutae put a stop to this state of affairs when the case was represented to him.

Native Banks.—It may be of interest to state that there are in Chin-kiang 27 native banks, with capitals varying from 5,000 to 20,000 taels. Many of the larger banks, however, hold deposits to the amount of from 60,000 to 100,000 taels.

General Remarks.—With regard to the general condition of Chin-kiang, I may state that its improvement is most encouraging. In 1862, after the departure of the rebels, Mr. Adkins gave the following description of the place:—"The present condition of this port is melancholy indeed; nor do I see any signs of returning vitality. The number of inhabitants has not increased. One very inferior street, and a most squalid suburb, still constitute Chin-kiang." At present, in the "squalid suburb," are many handsome and flourishing honges, and good shops; and the busy appearance of the street, and of the creek that runs along the suburb, give ample proof that a large traffic is being carried on. Inside the city, too, there is much improvement, although but little trade is carried on within the walls. The country roundabout is no longer the desolate wilderness it was two or three years ago. Nearly all the low ground that was laid waste by the Taepings is again brought under cultivation, and small villages are seen springing up in every direction. The cities and towns in the neighbourhood also show signs of progress, with the exception of Hsien-ni-miao, a town some twenty miles from this, which was visited by the Nien-fei rebels last spring. These rebels made an incursion into this district, and came within a few miles of Chin-kiang, on the north bank, causing a temporary cessation of trade.

Nor is it the Chinese merchants alone who derive profit from this improved state of affairs. Mr. Consul Harvey, in his Report on the trade of Chin-kiang in 1865, stated that nine-tenths of the whole trade of the port was in the hands of native dealers, but I am assured, now, that at least one-fifth of the whole trade,* valued at over 1,500,000 taels,

* Or nearly half the trade in foreign imports.

is, at present, in the hands of foreigners, which is a large proportion, considering that there are but two English and one American merchants in Chin-kiang.

Such is the existing state of trade at this place, in its present condition, as a port of import and depôt of foreign goods for a large tract of country. I will now make a few remarks on the future prospects of Chin-kiang as a port of export.

In April, 1867, an attempt was made to bring tea to this place from the Nganking green tea districts, but the speculation resulted in a loss, since which time no further attempt has been made to bring this article to Chin-kiang, and I fear there is but little chance of this place ever becoming a port of export for tea.

The trade in silk piece-goods is capable of being fostered and increased to a considerable extent, as in addition to the 300 looms at work in Chin-kiang, it is known that there are more than 2,000 in Nanking, and probably a proportionately large number in all the towns in the neighbourhood.

But, it is from the minerals of the district that the future prosperity of Chin-kiang is to be derived. It is now ascertained that the whole country between this and Nanking abounds in coal and iron. Plumbago has also been discovered in large quantities, as well as antimony. But all these sources of wealth to natives and foreigners alike, and of revenue to the Government, are prohibited, on account of the timid and retrogressive policy of the authorities. The mines could be opened in uncultivated spots without detriment to the agriculture of the place, and without any desecration of graves. But all these advantages have failed to impress the Chinese with the benefits the opening of the mines would confer on all classes. It is to be hoped that this state of affairs will be remedied at the approaching revision of the Treaty.

To summarise this Report briefly. We have every reason to be contented with the progress Chin-kiang has made during the past year as a port of import, and a depôt for inland marts; but it is access to the mineral wealth of this district that is required to raise Chin-kiang to the position to which it is entitled from its situation in the heart of what ought to be the "black country" of China.

In conclusion, I have to thank Mr. Kopsch, the Commissioner of Customs, for allowing me access to the Customs Statistics, and to Mr. Canny, merchant of this port, for affording me much valuable information.

(Signed)

CLEMENT F. R. ALLEN,
Assistant in Charge.

No. 15.

Vice-Consul Gregory to Mr. Hammond.—(Received July 16.)

Sir,

Tamsuy, May 8, 1869.

I HAVE the honour to inclose herewith copy of my despatch of this day's date to the address of Her Majesty's Minister at Peking (forwarding certain Returns of Trade and Shipping) and also a set of the Returns (marked A, B, and C) which were forwarded therein.

I have, &c.

(Signed) WM. GREGORY.

Inclosure in No. 15.

Vice-Consul Gregory to Sir R. Alcock.

Sir,

Tamsuy, May 8, 1869.

IN pursuance of your Excellency's Circular of the 4th of March, I have the honour to inclose Returns, in the Forms provided thereby, of the British and Foreign direct and Indirect Trade and Shipping of this port and Kelung for 1868. (More detailed Returns were forwarded, and a Commercial Report made, by Mr. Acting Vice-Consul Holt, under date 31st December last.)

The Returns now sent have been prepared almost entirely by Mr. Assistant McClatchie, from the Custom-house books. The dollar values are converted into sterling at an exchange of 4s. 2d., which was found to be a close approximation to the value of the local dollar. Of the number of the crews of vessels visiting the port during 1868, there is no record. A record of this kind has been commenced at this office with regard to British vessels, with a view to the Shipping Return for the current year, but I fear that the number of the crews of foreign vessels will remain unascertainable.

It will be understood that the junk trade is not included in these Returns.

Your, &c.

(Signed) WM. GREGORY.

Ports of Tamsuy and Kelung, Year 1868.

(A.)—Direct Trade. Imports and Exports.

General Imports, British and Foreign.	General Exports, British and Foreign.	Total General Imports and Exports.	British Imports, as distinguished from Foreign.	British Exports, as distinguished from Foreign.	Total British Imports and Exports, as distinguished from Foreign.	Remarks.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
99,382 18 4 Cotton and woollen piece goods, opium, &c.	27,535 12 6 Agar-agar, hemp, camphor, coal, &c.	126,918 10 10	99,382 18 4	27,303 19 2	126,686 17 6	The only direct British trade was from and to Hong Kong.

Treasure.

	£	s.	d.
Imported from Great Britain or British Colonies	..	Nil	..
Imported from other foreign countries	..	Nil	..
Total Treasure Imported	..	Nil	..
Exported to Great Britain or British Colonies (<i>i. e.</i> , to Hong Kong)	..	..	..
Exported to other foreign countries	..	..	..
Total Treasure Exported	..	..	..
Total Treasure Imported and Exported	..	..	..
			2,083 6 8
			Nil
			2,083 6 8

British Vice-Consulate, Tamsuy, May 8, 1869.

(Signed) WM. GREGORY, *Vice-Consul.*

(B.)—Indirect Trade (Coast or River Trade). Imports and Exports.

General Imports, in British and Foreign Vessels.	General Exports, in British and Foreign Vessels.	Total General Imports and Exports, in British and Foreign Vessels.	Imports in British Vessels, as distinguished from Foreign.	Exports in British Vessels, as distinguished from Foreign.	Total Imports and Exports in British Vessels, as distinguished from Foreign.	Remarks.
£ s. d. 63,970 4 2	£ s. d. 58,251 9 2	£ s. d. 122,221 13 4	£ s. d. 37,458 6 8	£ s. d. 32,523 15 0	£ s. d. 69,982 1 8	
Opium, piece goods, Chinese produce, &c.	Agar-agar, coal, cam- phor, hemp, &c.					

Treasure.

Imported in British vessels ..	£ Nil	Exported in British vessels ..	£ 41,846 9 2
Imported in Foreign vessels ..	Nil	Exported in Foreign vessels ..	3,552 1 8
Total ..	Nil	Total ..	45,398 10 10
Total Treasure Imported and Exported in British and Foreign vessels	£45,398 10s. 10d.		

British Vice-Consulate, Tamsui, May 8, 1869,

(Signed)

WM. GREGORY, *Vice-Consul.*

(C.)—SHIPPING RETURN, 1868.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
73	22,022	..	£ s. d. 105,193 6 8	72	21,603	..	£ s. d. 43,022 1 8	145	43,625	..	£ s. d. 148,215 8 4

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
38	11,514	..	£ s. d. 58,159 15 10	39	11,754	..	£ 42,765	77	23,268	..	£ s. d. 100,924 15 10

Total British and Foreign Entered—

Number of Vessels .. 111
 Tonnage .. 33,536
 Number of Crews .. Not known
 Value of Cargo .. £163,353 2s. 6d.

Total British and Foreign Cleared—

Number of Vessels .. 111
 Tonnage .. 33,357
 Number of Crews .. Not known
 Value of Cargo .. £85,787 1s. 8d.

Total British and Foreign Entered and Cleared—

Number of Vessels .. 222
 Tonnage .. 66,893
 Number of Crews .. Not known
 Value of Cargo .. £249,140 4s. 2d.

British Vice-Consulate, Tamsuy, May 8, 1869.

(Signed)

WM. GREGORY, *Vice-Consul.*

S I A M.

No. 15.

Consul-General Knox to the Earl of Clarendon.—(Received May 7.)

My Lord,

Bangkok, March 25, 1869.

I HAVE the honour to forward herewith my Trade Report for the year 1868, together with the Returns of British and Foreign Shipping at this Port during the same period. I would have forwarded this Report at an earlier date, but I waited in the expectation of being able to obtain from the Siamese Custom-house a reliable Table of Imports to be incorporated with it.

I have, &c.

(Signed)

THOMAS GEORGE KNOX.

Inclosure in No. 15.

*Report on the Trade at the Port of Bangkok for the Year 1868.**Exports.*

UNTIL the year 1867 our principal trade was mainly made up of a large export of rice to China. This demand having then in great measure ceased, those engaged in the business here were obliged to look for new markets.

This they fortunately found, and during the past year no less than sixty-nine vessels have cleared with full cargoes for Europe, and others have sailed for the Mauritius, California, and Australia.

In consequence of this change of markets the rice business of this port has been during the last twelve months almost exclusively in the hands of the European merchants residing in this country, and as they have nearly all steam rice-mills of their own, the change to them has been a satisfactory one. As their numbers are limited they have to a certain extent been able to control prices, which have in consequence been considerably lower than for some years past. Still, though the growers of rice have not been able to obtain the high prices of 1864-65, yet there is no reason to suppose that their labour has been otherwise than profitable to them. Therefore, even at present prices the cultivation of rice will, in all probability, continue to increase. The reason generally given for the cessation of the demand for China is, that the crops of that country have been exceptionally good during the last two years. I however understand that, in 1867, the Chinese Government issued a decree allowing the rice of those provinces where there was a surplus to be exported to those where there was a deficiency, and I think this the more probable reason of the two. Should, however, rice be again in demand for China, prices are sure to rise beyond the present rates; for every Chinese trader in this place embarks in that trade when he sees a chance, and as it is an article of necessity, and may rise to famine prices, he speculates on the odd chance, and buys at all risks.

During the last year two canals running through a considerable tract of country hitherto uncultivated have been opened, and a good deal of the adjoining land will be planted with rice during the coming season.

Such articles as teel-seed, stick lac, gum Benjamin, &c., have been in considerable demand during the past twelve months.

Teel-seed, a ramtil (*Guizotia oleifera*), is grown in the northern provinces of Siam. It yields a very bland oil and resembles olive oil in many of its properties; 49,000 piculs have been exported during the last twelve months.

Teak has been exported in considerable quantities to China during the year past. The Burmese foresters, who have hitherto been working for the Maulmein market, are fast coming over to this side, where the trees are much easier got at. They also state that some of our forests produce larger and better timber than those on the Maulmein side.

The Siamese authorities are beginning to see the great advantages the country will reap when these forests are properly opened up, and the Governors of the Upper Provinces have been ordered to give every encouragement to those who will undertake the work.

I fully expect that before long we shall have a large export trade in this timber.

The exports of Siam during the past year have been in excess of those of any former year with the single exception of those of 1864.

Imports.

There has been an entire change in the Import Revenue Department during the past year, and I have in consequence been unable to obtain reliable Returns, but it is promised that for the future we shall have Returns drawn up which shall truly represent the import trade of this port. Shipping Return No. 2, which accompanies this Report, shows the total value of import cargoes.

Shipping.

There has been a greater amount of tonnage employed by Siam during 1868 than in any previous year. British vessels have had more than an average share of this employment. There is a great improvement in the build and general appearance of the British ships which visit this port, and they are much better adapted to the trade than their predecessors of four or five years since. Formerly, foreign vessels, notably those from Hamburg, having a less draught of water with the same capacity for tonnage had a decided preference, but the new class of British vessels more than hold their own in this respect. The crews are also very much better behaved than was the case some few years back, and have far more real sailors amongst them.

The Tables which accompany this Report are—

Shipping Return No. 1.—Return of British shipping at the port of Bangkok during the year 1868.

Shipping Return No. 2.—Return of British and foreign shipping at the Port of Bangkok during the year 1868.

Shipping Return No. 3.—Return of foreign shipping at the Port of Bangkok, engaged in the direct and indirect trade during the year 1868.

Table showing the rates of exchange on London, Singapore, and Hong Kong during the year 1868.

(Signed)

THOMAS GEORGE KNOX.

*Her Britannic Majesty's Consulate-General,
Bangkok, March 25, 1869.*

(No. 1.)—RETURN of British Shipping at the Port of Bangkok, during the Year 1868.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

ENTERED.										CLEARED.				
Whence Arrived.	Number of Vessels.			Total Tonnage.			Whither Bound.	Number of Vessels.			Total Tonnage.			Total Value of Cargoes in sterling.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
Hong Kong ...	6	46	52	2,740	22,165	24,905	Great Britain	31	...	31	17,478	...	17,478	100,540
Singapore ...	26	7	33	9,146	8,095	12,241	Singapore ...	23	1	24	7,093	353	7,446	89,695
Bombay ...	3	2	5	1,651	1,439	3,070	Gibraltar ...	1	...	1	898	...	898	14
Point de Galle ...	...	1	1	...	244	244	Hong Kong ...	24	...	24	11,206	...	11,206	68,650
Madras ...	...	1	1	...	399	399	Bombay ...	6	...	6	3,053	...	3,053	43,732
	35	57	92	13,517	27,342	40,859		85	1	86	39,228	353	39,581	258,279

Indirect or Carrying Trade in British Vessels from and to other Countries.

Whence Arrived.	Number of Vessels.			Total Tonnage.			Whither Bound.	Number of Vessels.			Total Tonnage.			Total Value of Cargoes in sterling.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
Chinese Ports	1	6	7	536	3,450	3,986	Chinese Ports	8	...	8	3,817	...	3,817	22,874
Saigon ...	1	3	4	261	2,131	2,392	Muscat ...	1	...	1	563	...	563	40
	2	9	11	797	5,581	6,378	Rede Isle ...	1	...	1	309	...	309	10,008
	37	66	103	14,314	32,323	47,237		10	...	10	4,779	...	4,779	2,250
								95	1	96	44,007	353	44,360	35,132
														293,411

British Consulate, Bangkok, March 25, 1869.

(Signed)

THOMAS GEORGE KNOX, Consul-General.

(No. 3.)—RETURN of Foreign Shipping at the Port of Bangkok engaged in the Direct and Indirect Trade during the year 1868.

Nationality of Vessels.	ENTERED.				CLEARED.							
	Direct Trade.		Indirect Trade.		Total.		Direct Trade.		Indirect Trade.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
French ..	..	..	7	2,913	7	2,913	2	752	3	869	5	1,621
American	..	..	14	9,205	14	9,205	1	256	12	7,617	13	7,873
North German	..	440	62	24,951	63	25,391	12	4,945	48	19,780	60	24,725
Dutch ..	..	..	16	4,508	16	4,508	6	1,515	8	2,689	14	4,204
Portuguese	..	447	5	750	6	1,197	..	..	5	750	5	750
Swedish and Norwegian	..	..	3	1,178	3	1,178	..	..	3	1,178	3	1,178
Russian	..	..	1	557	1	557	..	..	1	557	1	557
Danish ..	..	..	4	994	4	994	..	..	4	994	4	994
South American	..	..	1	1,100	1	1,100	..	..	..	..	..	..
Hawaiian	..	..	2	1,076	2	1,076	..	..	2	1,076	2	1,076
Siamese	..	47,017	..	..	126	47,017	114	45,479	..	..	114	45,479
	126		..									

British Consulate, Bangkok, March 25, 1869.

(Signed)

THOMAS GEORGE KNOX, *Consul-General.*

COURSE of Exchange in Bangkok, during the Year 1868.

1868.		On London, six months' sight.	On Singapore, ten days' sight.	On Hong Kong, thirty days' sight.
		s. d.		
January	..	4 3	3 per cent. premium.	1 per cent. discount.
February	..	4 3	Ditto.	Ditto.
March	..	4 3	Ditto.	Ditto.
April	..	4 3	3½ per cent. premium.	Par.
May	..	4 3	Ditto.	Ditto.
June	..	4 2¾	Ditto.	Ditto.
July	..	4 3¾	Ditto.	Ditto.
August	..	4 3½	5 per cent. premium.	2 per cent. premium.
September	..	4 3½	6 per cent. premium.	Ditto.
October	..	4 3½	Ditto.	Ditto.
November	..	4 4	2½ per cent. premium.	1 per cent. discount.
December	..	4 6	Par.	3 per cent. discount.

(Signed)

THOMAS GEORGE KNOX,
*Consul-General.**British Consulate, Bangkok, March 25, 1869.*



COMMERCIAL REPORTS

FROM

HER MAJESTY'S CONSULS

IN

JAPAN.

1868.

*Presented to both Houses of Parliament by Command of Her Majesty.
May 1869.*

LONDON:
PRINTED BY HARRISON AND SONS.
1869.

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J A P A N.

Sir H. Parkes to the Earl of Clarendon.—(Received April 19.)

My Lord,

Yokohama, February 23, 1869.

I HAVE the honour to forward the Trade Reports of Her Majesty's Consuls for all the ports in Japan open to foreign trade during the year 1868, namely:—

1. Kanagawa (Yokohama);
2. Hiogo and Osaka;
3. Nagasaki; and,
4. Hakodate.

These Reports are accompanied by Returns of shipping and also by Returns of Imports and Exports prepared in a form which is designed to distinguish the direct trade between foreign countries and Japan from the local or coasting trade which is carried on between the open ports in Japan in foreign bottoms.

As I do not wish to delay the transmission of these Reports and Returns to your Lordship, I beg to reserve for a subsequent despatch the observations I have to offer on the foreign trade of the past year with Japan. It may suffice, however, for the moment to remark that, notwithstanding the adverse circumstances alluded to by the Consuls in their Reports, these Returns exhibit the result of an increase on the trade of 1867 of upwards of 3,500,000 dollars—the aggregate of the transactions with foreign countries for that year being computed at 33,099,743 dollars, while those of 1868 are returned at 36,714,003 dollars.

I have, &c.

(Signed) HARRY S. PARKES.

Inclosure 1.

Consul Fletcher to Sir H. Parkes.

Sir,

Kanagawa, February 20, 1869.

I HAVE the honour to forward herewith the Returns of Trade at this port for the year 1868, compiled from the Customs Returns, which latter I take this year to be sufficiently accurate. They consist of the following:—

1. Return of the export trade of Kanagawa for the year 1868 to England and other countries.
2. Return of the re-exports chiefly to other open ports in Japan.
3. Return of the import trade from England and other countries.
4. Return of imports from other open ports in Japan.
5. Return of duties collected.

6. I have the honour to annex also some tabular statements respecting the shipping of the port of Kanagawa, from which it will be seen 394

foreign merchant-vessels entered the harbour in 1868, of an aggregate tonnage of 299,870 tons, of which 394 vessels 189 were British, of an aggregate tonnage of 82,112 tons.

These figures exhibit a very considerable augmentation of foreign commerce over any previous year, owing chiefly to the opening of the port of Hiogo to foreign trade, which opened at the same time a new field of employment to shipping between that port and the port of Kanagawa, and to the movement of native population which went on from one part of the country to the other: in the unsettled state of affairs which prevailed throughout the year, ships were preferred to the old mode of travelling by land as being a speedier and less expensive means of locomotion, and as insuring greater safety against molestation on the way.

Numerous charters were found for steamers for this purpose, and foreign shipping generally has been more freely availed of during the past year than previously for the transport of merchandize and produce from one part of the country to another, the superiority of our ships as a means of conveyance over their own native craft being fully appreciated by the Government and the people. This local carrying trade is likely to take further development with the growing importance of the two ports, both as regards foreign and native traffic.

The following comparative statement of all foreign shipping will exemplify the increase in the commerce of the port during the last four years :—

Yeat.	British.		American.		French.		Dutch.		Prussian or N. German.		Russian.		Danish.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1865	111	46,202	21	10,617	16	11,297	14	4,642	4	874	2	456	...	...
1866	108	52,705	25	10,561	21	28,600	14	6,300	7	2,218	...	...	...	...
1867	187	71,039	56	74,548	19	12,582	13	6,460	27	8,739	2	662	...	...
1868	189	82,112	114	171,938	26	19,140	13	5,234	44	17,884	5	2,512	3	1,050

By the foregoing scale it will be perceived that the number of ships under the British flag is nearly double that of 1865. The preponderating position held, however, in the Returns of past years, as compared with other nations, is no longer maintained. The American tonnage comes now the first on the list owing to the steamers of immense burden which run between this port and San Francisco on the Pacific mail line. The number of British ships is still far in excess however of any other country, being 75 more than American, and present upon the whole the most satisfactory result as showing a steadily increasing advance from year to year unmarked by any sudden or startling changes such as some of the other figures present.

The total value of trade, imports, and exports for the past year 1868 may be estimated at 30,095,755 Mexican dollars, against 22,717,692 Mexican dollars in 1867, showing a total balance in favour of 1868 of 7,378,063 dollars, that is to say :—

				1868.	1867.	Increase.	Decrease.
				Dollars.	Dollars.	Dollars.	Dollars.
Export	..	..	..	17,698,606	9,708,907	7,989,699	..
Import	..	..	..	12,397,149	13,008,785	..	611,636

The large increase in the export of silk and silkworms' eggs during the past year form an important item in the export figures.

The value of the import trade shows a trifling decrease as compared

with that of the year before; but the general tendency to cheapness in the price of all cotton goods accounts for this more than an actual decline in the general quantity imported. The import trade during the year, however, can scarcely be called a satisfactory one chiefly as regards staple articles, which in few cases left any profit, in most a loss, or, at least, indifferent results.

Camlets, which in former years were always a steady marketable commodity, have nearly fallen into disuse altogether, having declined from 5,000 to about 500 pieces a-month. The native taste in these matters is so capricious that an article may be eagerly sought after at one time and in the turn of one single year have no inquiry whatever.

Woollen stuffs probably have taken the place which camlets formerly held in the Japanese estimation. Cotton goods of all descriptions left little to be satisfied with, if an exception be made in the single article of cotton yarn, which continued in much request throughout the year with some temporary depression in April and May, caused partly by the civil war and by the heavy rains closing the main highways into the surrounding provinces. It soon recovered, however, and has been in much request ever since at very paying rates. It is used woven with homespun thread, and is found to produce a more durable fabric if not a cheaper one than foreign manufactured.

This changed taste for cotton yarn has nearly driven out of the market altogether taffachelass, an article which formed so important an item of Dutch trade both before and after the opening of Japan. There is now, I understand, more attention paid to the manufacture of it in native hand-looms.

In shirtings the consumption during the year was much on a par with the preceding one. Shirtings have taken so permanent a hold on the market, however, that they must always remain a staple article of import, though, in common with most other cotton goods, they left little or no profit to the importers. The same may be said of fancy goods, Turkey reds, prints, &c. This is attributable not to anything intrinsically wrong in the trade itself, but to the competition existing and the business not being large enough to support so many engaged in it.

In contrast to these, however, are cloths, woollen manufactures, &c. The most noticeable feature in the trade of the year is the extensive business done in such articles, attributable in great measure to the increased dearness of native silk fabric, and to the growing familiarity of consumers with our cheaper substitutes for these costly and less durable materials.

Blankets, cloths, flannels, &c., sold readily at handsome profits, and the demand especially for blankets at one time outstripped the supply, grey and red being the colours most in favour. It is likely the civil war may have given a somewhat exceptional character to this year in respect to such articles, as many of them doubtless were bought to supply the immediate wants of the soldiers in the field; but making all allowance on this score, there is no question that woollens are acquiring an important position in the trade with this country.

A large and lucrative business was also done in arms, cartridges, and munitions of war. Fire-arms of the latest improvements took the market at the price the seller chose to put upon them, and encouraged by the sums realized, fresh orders were sent home for further supplies, in the hope that another harvest was to be reaped; but the cessation of hostilities has upset the calculations of such speculators, and heavy stocks now remain on their hands unsold.

Metals, nail rod iron, &c., were in more request than for some years past, and as a rule sold at fair prices; lead, sharing in the general demand

existing for all articles ministering to the purposes of war, found ready market. What lay on hand here for some time previous was shipped off to the scene of disturbances in the north, where it sold at a high price.

These are, properly speaking, the really remunerative transactions in the import trade of the year, and such were brought about by extraordinary and fortuitous circumstances, and not in the regular course of legitimate business.

Towards the fall of the year a considerable quantity of Saigon rice was imported in the unpromising aspect of the then approaching harvest. Considerable quantities also were shipped from other ports in Japan, but the crop upon the whole turning out in this district better than was anticipated, the result of these ventures as a rule showed a loss; much capital had nevertheless to be sunk in rice, and also in raw cotton, to the great detriment of a more regular import trade.

Cotton was imported from Shanghae chiefly by Chinamen on speculation, a great portion of which still remains on hand unsold; the high prices paid for it, in some instances as high as 24 dollars a picul, rendering beneficial sales impracticable.

The cotton crop in this district failed on account of the exceptionally wet season, as I had occasion to observe in my Cotton Report furnished in October last.

This would appear to be a very unreliable cotton producing country. The soil is not ill adapted for the cultivation of cotton, but the excessive rains of some seasons are opposed to the growth of this important plant.

Export.

Turning to the export trade of the place, the features upon the whole are of a more cheering character perhaps.

Tea, one of the two principal articles of export, shows a large increase over former years amounting up to 11,804,400 lbs. against 7,192,113 lbs. of the previous year; and both the variation of the market and the quality of the article this year present features worthy of notice, though not always favourable ones.

In the opening month of the year a marked decline of nearly 3 dollars per picul took place in all classes of tea, attributable to the political situation of affairs in Yeddo, and the consequent insecurity felt for property. This anxiety brought considerable supplies into the market, and fine teas even were eagerly sought to be disposed of.

After the new year festivities were ended, towards the end of February prices for the principal classes in demand for export ruled from 27 to 34 dollars per picul, varying with the shades of difference in the quality. These rates were well maintained till the close of the season.

The new season tea came in slowly towards the end of June; settlements of good common being made at 24 dollars, medium 26 dollars, and a few lots of good medium to fine at 30 dollars per picul, the general character of the tea being inferior quality, and the leaf mixed with low-class and old season teas.

This evil exists here as in China; and unless a decided stand is made to discountenance this adulteration, Japan tea will fall into disfavour in the United States, where it chiefly has to seek a market.

Already complaints are made, I understand, of the dusty character of last season's exports, a new feature in Japanese teas from this port, although some Nagasaki teas are rather broken from the nature of the leaf in the adjacent tea districts.

The scale established in June was firmly maintained, and with the

arrival of better class teas prices advanced even. Considerable quantities came from the newly-opened port of Hiogo. The greater portion of these came from the provinces of Yama-shiro, Yamato, and Tse. Arriving here much earlier than in former years, the export from this began to show a considerable increase over last season's figures, and from the middle of June to the end of December about 1,500,000 lbs. in excess of the corresponding period of 1867 were exported.

Silk.—The silk season opened, it was thought at the time, with a fair prospect. Supplies arrived early in the market, and in greater quantities than formerly, on account of the high rates offering, and because, in the uncertainty of the disturbed state of affairs which prevailed, native merchants were anxious to realize. Advices arrived from home also of the unfavourable nature of the crops in Europe, which led to the belief that prices would rule high in the silk market. Much eagerness was shown on the part of merchants here to buy, and, as a natural result, silk soon reached enormous figures; but extensive purchases were made, while in Europe the market failed to realize the anticipations entertained of it, and to respond to the impulse from this side. The extreme figures reached served to check the consumption of the costly material, and the large shipments from China and Japan soon began to have a depressing effect upon the market at home, so that the out-turn of the investments from here fell far short of the expectations exporters were at first led to form. The actual quantity shipped, however, is far in excess of preceding years, and nearly double that of 1867, being 12,436 piculs (1,658,133 lbs.), against 6,953 piculs (927,067 lbs.), of that year, 13,171 bales of which, it may be observed, went by the Peninsular and Oriental steamers, and 4,292 by the French line.

Silk appears to be recovering its former place in the list of exports, which it lost for some time by the easy and immediate returns silkworms' eggs yielded to the growers as compared with silk, leading them to give less attention to the cultivation of the less remunerative article. Latterly, preparations have been going on for the culture of the worm on a more extended scale so as to meet the new demand without interfering with the regular silk supply; and this object, it is satisfactory to see, has been pretty well attained at last, and there is reason to expect a still larger yield in succeeding years.

Of silkworms' eggs also far more have been exported than in any previous year. Only the very best were in request this season—and that of particular provinces in this neighbourhood—as being the best adapted evidently to repair the deficiencies caused by the disease in Europe. Over 2,000,000 cards in all left this port, an inconsiderable number came from Hiogo, Hakodate, and Neegata. All were bought at figures which appeared so enormous, some of the very best Sin-shew as high as 4 dollars, as to leave little hope of the silk cultivators in Europe buying at a rate which will leave much margin for profit to the exporters.

Upon the whole then it may finally be observed that much money has found its way into this country during the past year in return for these costly productions, and it is only surprising it should not have re-acted more sensibly on the import business; but the reasonable inference is,—from the eagerness on the part of native traders generally to sell—the desire was less to invest their capital in foreign goods again than to convert their property into the more portable shape of hard cash, so as to ensure its safety in the meantime to await the return of less troublous times.

It cannot be denied, however, that money has often been badly spent, frittered away, in fact, on war material, instead of going to create new

tastes and new wants in the way of legitimate trade, which would bear fruit beyond the immediate advantage of the passing hour, by introducing in their train European ideas of the most peaceful and harmless kind.

It is to be hoped that, with the cessation of the abnormal state of things which has so long prevailed, trade will resume its natural and regular course.

Currency.

During the past year exchange underwent frequent fluctuation. On the arrival of the silkworms' eggs buyers from Europe in June and July, Japanese currency became in great demand to make purchases in the country. It reached as high as 240 itzeboos to 100 dollars, or a premium of 23 per cent., the par being 311 itzeboos to 100 dollars.

On the excitement subsiding, however, exchange soon began to show a downward tendency till, towards the end of the year, it stood at about 340 itzeboos to 100 dollars, and has continued so ever since—a discount of about 9 per cent. below its bullion value; so that, within the compass of the short period of six months, a variation of nearly 42 per cent. is shown in the market value of the itzeboo. Such fluctuations are exceedingly detrimental to the interests of trade and industry; but the question is, how far is it practicable to abolish them? The country also is being drained of its currency, which is shipped to India and China as bullion; while, on the other hand, silver bar is continually imported at high cost to replace it.

It is difficult to understand how two such contradictory results come about. The remedy would seem simple enough, however. The Japanese Government had simply to buy in and withdraw the coin as soon as it touched the exporting mark.

The depreciation in the so-called gold niboo has an unfavourable effect on the silver itzeboo also. This niboo, purporting to be of gold, is only silver gilt, and hitherto has passed current in Japan for two itzeboos. Lately it has been at a depreciation of $2\frac{1}{2}$ per cent. as compared with the silver itzeboo. It is of factitious value—in fact a token like paper money, but only worse than paper, being calculated to mislead and purporting to be what it is not; and the depreciation which it is foreseen must soon take place in it re-acts prejudicially upon the silver coin which has to follow more or less in its wake.

Such a coinage, no doubt, is a cheap one for the time to a Government in want of funds to meet the obligations arising out of the war, but the result is easily seen. When the silver itzeboo is gone out of the country this coin will find its proper level, and fall back on the hands of the Government as next to valueless.

Hitherto a metallic currency has been the sole circulating medium in this country, but for some time past financial negotiations have been in progress with a view to introducing paper currency.

At first apprehensions were awakened in the minds of the members of the Chamber of Commerce as to the disturbing effects such a step would have upon the course of trade. I entered into communication with the native authorities on the subject, and I cannot say from all I gathered that I was led to share the apprehensions entertained by the Chamber. If convertible paper were made the sole circulating medium, a depreciation thereof would be no more than a natural result. Although inconvertible paper even in limited issue, if State-secured and redeemable in a term of years, would be productive of no evil results, I conceive, so long as it is received by the Government in payment of all taxes and Customs.

But so far as I understand the present scheme, it is a system of note circulation convertible at sight. Some small issues have already been

made to the native merchants, And if such a measure as this will secure steadiness in the measure or value, it must be regarded as an inestimable benefit to the interests of commerce as well as to the Government; the issue being made in the first instance in the form of loans to merchants at a fixed rate of interest, and to Government servants in payment of salaries.

In this manner the supply of currency could be kept commensurate with the demand, increasing if the demand for it increases, and diminishing as the demand diminishes.

When more currency is required, it could be obtained in the form of further loans. If less currency is needed, the fewer notes would be taken from the Government Banks; but the issues ought always to be made on the same terms, at a moderate and *fixed rate* of interest, so as to maintain the relative proportions between the amount of the currency and the requirements of the public.

The purchasing power of the currency would thus at all times remain alike, and contracts would not be vitiated owing to changes in the value of the circulating medium by which they are payable and must be discharged; while at the same time a check would be placed on the ruinous facilities offered to speculators from time to time to drain the country of the precious metals.

I have, &c.

(Signed) L. FLETCHER.

(No. 1).—RETURN of the Export Trade of Kanagawa for the year 1868.
To England and other countries.

Description of Merchandize.				Quantity.	Value in Mexican Dollars.
				Dols. c.	
Silk, raw	per picul	800	0	12,436	9,948,800
„ skin	„	150	0	522	78,300
„ waste	„	40	0	1,638	65,520
„ tama or dupioni	„	250	0	799	199,750
„ floss	„	220	0	233	51,260
Silkworms' eggs	per card	2	0	2,090,236	4,180,472
Cocoons	per picul	80	0	1,530	122,400
Tea	„	30	0	88,532	2,655,990
Tobacco	„	8	0	575	4,600
Camphor	„	25	0	34	510
Seaweed (cut)	„	6	0	6,871	41,226
Cuttlefish	„	13	0	520	6,760
Bêche-de-mer	„	32	0	215	6,680
Awabi	„	34	0	472	16,048
Sharks' fins	„	22	0	407	8,954
Shrimps	„	15	0	80	1,200
Mushrooms	„	38	0	1,157	43,966
Wax (vegetable)	„	20	0	1,095	21,900
„ (bees)	„	65	0	23	1,495
Timber	per piece	0	30	7,807	2,342
Gallnuts	per picul	8	0	352	2,816
Lacquerware	per box	10	0	5,159	51,590
Lead	per picul	7	0	13,200	92,400
Copper	„	23	0	26	608
Coal	„	12	0	6,132	73,584
Miscellaneous	packages	..	..	1,513	19,235
Total	..	..	..	..	17,698,606

A picul is equal to 133½ lbs. English (avoirdupois).

(Signed)

L. FLETCHER, Consul.

(No. 2).—RETURN of the Re-exports from Kanagawa for the year 1868.
Chiefly to the other open ports in Japan.

Description of Merchandize.				Quantity.	Value in Mexican Dollars.
				Dols. c.	
Cotton manufactures—					
Shirtings	..	per piece	3 0	149,000	447,000
T-cloths	..	..	2 0	10,650	21,300
Handkerchiefs ..	..	per dozen	1 0	5,000	5,000
Chintzes	..	per piece	2 62½	8,456	22,199
Velvets	..	..	10 0	5,655	56,550
Muslins, cambrics, and lawns ..	..	..	1 20	760	912
Tafachelass	..	..	3 0	13,846	41,538
Cotton yarn	..	per picul	50 0	909	45,450
Cotton flannel	..	per piece	30 0	2,000	60,000
Cotton singlets and drawers ..	..	per dozen	6 0	3,720	22,320
Woollen manufactures—					
Camlets	..	per piece	15 0	17,665	264,975
Wool fancies	..	..	15 0	38,513	192,565
Cloth	..	..	40 0	8,468	338,720
Long ells	..	..	9 0	240	2,160
Blankets	..	per picul	90 0	278	25,020
Carpets	..	per piece	10 0	703	7,030
Travelling rugs	..	..	6 0	446	2,676
Woollen and cotton mixtures ..	..	..	4 0	60,624	242,496
Sail cloth	..	..	8 0	2,780	22,280
Twine	..	per picul	25 0	41	1,025
Cotton, raw	..	..	26 0	2,203	57,278
Metals—					
Iron, wrought	..	..	3 0	564	1,692
„ pig	..	..	1 25	191	239
„ utensils	..	per case	50 0	231	11,550
Lead	..	per picul	7 0	3,706	25,942
Tin	..	..	7 0	4,384	44,688
Tea leads	..	per case	13 0	105	1,365
Copper	..	per picul	18 0	1,001	18,018
Rice	..	..	2 10	2,832	5,947
Rifles	..	per piece	15 0	72,386	1,085,790
Cannons	..	..	500 0	4	2,000
Ammunition	..	per case	30 0	5,310	159,300
Sugar, candy	..	per picul	13 0	161	2,093
„ loaf	..	..	12 0	946	11,352
„ white	..	..	8 0	1,980	15,840
„ brown	..	..	4 0	3,845	15,380
Medicines	..	per case	30 0	677	20,310
Wines and spirituous liquors ..	..	..	5 0	4,450	22,150
Stores	..	..	5 0	3,689	18,445
Household furniture	..	..	20 0	790	16,800
Candles	..	per picul	12 0	355	4,260
Coffee	..	..	20 0	63	1,260
Articles de Paris	..	per case	200 0	66	13,200
Soap	..	..	1 50	1,404	2,106
Glassware	..	..	50 0	639	31,950
Leather	..	per picul	50 0	138	6,900
Hides, cows'	..	..	14 0	280	3,920
Oil	..	per cask	10 0	303	3,030
Paint	..	per case	10 0	69	690
Porcelain and earthenware	..	..	15 0	375	5,625
Machinery	..	..	100 0	72	7,200
Shoes and boots	..	..	100 0	285	28,500
Cordage	..	per picul	12 0	105	1,260
Saltpetre	..	..	0 7½	2,903	21,772

Description of Merchandize.		Quantity.	Value in Mexican Dollars.
Carriages per piece	Dols. c. 200 0	5	1,000
Miscellaneous packages	...	1,653	37,264
Total	..	..	3,527,332

(Signed) L. FLETCHER, *Consul.*

(No. 3.)—RETURN of the Import Trade of Kanagawa for the year 1868.
From England and other countries.

Description of Merchandize.		Quantity.	Value in Mexican Dollars.
Cotton manufactures—	Dols. c.		
Shirtings (grey and white) .. per piece	3 0	519,156	1,557,468
T-cloths "	2 0	20,509	41,018
Handkerchiefs per dozen	1 0	11,800	11,800
Brocades (white and dyed) .. per piece	3 25	37,573	122,112
Chintzes "	2 62½	29,996	78,739
Velvets "	10 0	28,489	284,890
Muslins, cambrics and lawns .. "	1 20	11,649	13,979
Tafachelass "	3 0	94,696	284,088
Cotton yarn per picul	50 0	35,184	1,759,200
Cotton flannel per piece	30 0	4,250	127,500
Cotton singlets and drawers .. per dozen	6 0	9,520	57,180
Woollen manufactures—			
Camlets per piece	15 0	32,789	491,835
Wool fancies "	5 0	73,509	367,545
Cloth "	40 0	11,209	448,360
Long ells "	9 0	516	4,644
Blankets per picul	90 0	2,409	216,810
Carpets per piece	10 0	801	8,010
Travelling rugs "	6 0	7,141	42,846
Woollen singlets and drawers .. per dozen	4 0	5,320	21,280
Woollen and cotton mixtures .. per piece	4 0	146,266	585,064
Sail cloth "	8 0	3,267	26,136
Twine per picul	25 0	36	800
Raw cotton "	26 0	16,213	421,538
Metals—			
Iron, wrought "	3 0	9,721	29,163
„ wire "	8 0	108	864
„ nails "	12 0	4,910	58,920
„ pig "	1 25	20,965	26,206
„ utensils per case	50 0	4,012	200,600
Lead per picul	7 0	10,602	74,214
Tin "	7 0	52	364
Steel "	6 0	485	2,910
Bronze utensils "	50 0	503	25,150
Rifles per piece	15 0	106,036	1,590,540
Cannons "	500 0	9	4,500
Ammunition per box	30 0	8,192	245,760
Sugar candy per picul	13 0	2,045	26,585
„ loaf "	12 0	1,347	16,164
„ white "	8 0	24,631	197,048
„ brown "	4 0	14,306	47,224
Medicines per box	30 0	4,088	122,640
Wines and spirituous liquors "	5 0	35,358	176,790

Description of Merchandize.					Quantity.	Value in Mexican Dollars.
				Dols. c.		
Stores	..	..	per box	5 0	8,715	43,575
Household furniture ..	..	..	"	20 0	1,348	26,960
Sharks' skins (skins) ..	..	..	per piece	3 0	2,800	7,400
Candles	..	..	per picul	12 0	1,561	18,732
Coffee	..	..	"	20 0	2,128	42,560
Articles de Paris ..	..	..	per box	200 0	2,907	581,400
Soap	..	..	"	1 50	7,575	11,362
Glassware	..	..	"	50 0	2,471	123,550
Leather	..	..	per picul	50 0	733	36,650
Hides, cows'	..	..	"	14 0	596	8,344
Oil	..	..	per cask	10 0	5,816	58,160
Paint	..	..	per box	10 0	1,000	10,000
Porcelain and earthenware ..	..	..	"	15 0	402	6,030
Machinery	..	..	"	100 0	144	14,400
Tobacco and cigars ..	..	..	per picul	100 0	504	50,400
Rice, foreign	..	..	"	3 50	375,517	1,314,309
Pitch	..	..	per barrel	12 0	70	840
Shoes and boots	..	..	per box	100 0	535	53,500
Cordage	..	..	per picul	12 0	1,264	15,168
Tea leads	..	..	"	12 0	5,987	71,844
Tea matting	..	..	per bale	6 0	1,439	8,634
Miscellaneous	..	..	packages	..	4,437	74,847
Total	..	..	..	..	..	12,397,149

(Signed) I. FLETCHER, *Consul.*

(No. 4.)—RETURN of the Imports at Kanagawa for the year 1868, from other Open Ports in Japan.

Description of Merchandize.					Quantity.	Value in Mexican Dollars.
				Dols. c.		
Silk, raw	..	..	per picul	800 0	2,565	2,152,000
„ skin	..	..	"	150 0	46	6,900
„ waste	..	..	"	40 0	143	5,920
„ floss	..	..	"	220 0	21	4,620
Silkworms' eggs	..	..	per card	2 0	197,302	394,604
Cocoons	..	..	per picul	80 0	111	8,880
Tea	..	..	"	30 0	14,905	447,150
Tobacco	..	..	"	8 0	28	224
Seaweed, cut	..	..	"	6 0	292	1,752
Biche de mer	..	..	"	32 0	4	128
Awabi	..	..	"	34 0	276	9,384
Wax, vegetable	..	..	"	20 0	846	16,920
„ bees	..	..	"	65 0	20	1,300
Gallnuts	..	..	"	8 0	50	400
Sharks' fins	..	..	"	22 0	16	354
Lead	..	..	"	7 0	1,257	8,799
Copper	..	..	"	23 0	513	11,799
Coal	..	..	"	12 0	205	2,460
Rice	..	..	"	2 10	65,858	138,302
Lacquer ware	..	..	per case	10 0	576	5,760
Cotton manufactures—						
Shirtings	..	..	per piece	3 0	3,050	9,150
Chintzes	..	..	"	2,62½	50	131
Velvets	..	..	"	10 0	30	300

Description of Merchandize.					Quantity.	Value in Mexican Dollars.
				Dols. c.		
Tafachelas ..	..	..	per piece	3 0	4,700	14,100
Cotton yarn..	..	..	per picul	50 0	807	40,350
„ flannel ..	..	..	per piece	30 0	500	15,000
Woollen manufactures—						
Camlets ..	..	..	„	15 0	2,098	31,470
Wool fancies ..	..	..	„	5 0	850	4,250
Cloth ..	..	..	„	40 0	1,242	49,680
Long ells ..	..	..	„	9 0	300	2,700
Travelling rugs ..	..	..	„	6 0	126	756
Woollen and cotton mixtures ..	..	..	„	4 0	1,164	4,656
Sailcloth ..	..	..	„	8 0	222	1,776
Twine ..	..	..	per picul	25 0	1	25
Row cotton ..	..	..	„	26 0	16	416
Iron, wrought..	..	..	„	3 0	344	1,032
„ utensils ..	..	..	per case	50 0	2	100
Rifles ..	..	..	per piece	15 0	19,482	292,230
Cannons ..	..	..	„	500 0	1	500
Ammunition ..	..	..	per case	30 0	846	33,380
Sugar, white ..	..	..	per picul	8 0	50	400
„ brown ..	..	..	„	4 0	147	588
Medicines ..	..	..	per case	30 0	150	4,500
Wines and spirituous liquors ..	..	..	„	5 0	9,451	47,255
Stores ..	..	..	„	5 0	9,625	48,125
Household furniture ..	..	..	„	20 0	388	7,760
Leather ..	..	..	per picul	50 0	10	500
Glassware ..	..	..	per case	50 0	9	450
Hides, cows' ..	..	..	per picul	14 0	103	1,442
Porcelain and earthenware ..	..	..	per case	15 0	18	270
Ivory ..	..	..	per picul	200 0	37	7,400
Pulse ..	..	..	„	1 50	5,486	8,769
Salt ..	..	..	per bale	0 30	6,100	1,830
Oil ..	..	..	per barrel	10 0	1,197	11,970
Paper ..	..	..	per case	13 0	461	5,993
Shoes and boots ..	..	..	„	100 0	220	22,000
Salmon ..	..	..	per piece	0 50	127,730	63,865
Miscellaneous ..	..	..	packages	..	489	11,702
Total ..	..	..	..	..	..	3,964,477

(Signed)

L. FLETCHER, *Consul.*

(No. 5.)—RETURN of Duties levied at the Custom-house of Kanagawa
on Foreign Trade during the year 1868.

						Mexican Dollars.
On imports ..	..	..	..	..	..	343,304
On exports ..	..	..	..	..	..	448,129
Total ..	..	..	..	..	..	791,433

(Signed)

L. FLETCHER, *Consul.*

3. Indirect or Carrying Trade in British Vessels from and to Open Ports in Japa .

Entered.										Cleared.				
Ports whence Arrived.	Number of Vessels.			Tonnage.			Total Number of Crews.		Total Value of Cargoes.	Ports to which Departed.	Number of Vessels.			Total Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	Total.			With Cargoes.	In Ballast.	Total.	
Hioho	44	7	51	14,703	2,681	17,384	...	47	£	Hioho	...	21	68	23,757
Hakodate	10	4	14	2,401	1,661	4,062	...	13	...	Hakodate	...	7	20	5,683
Osaka	5	1	6	1,948	161	2,109	...	9	...	Nagasaki	...	1	10	7,343
Nagasaki	1	2	3	1,081	868	1,939	...	1	...	Other places	...	2	3	895
Other places under charter by Government	5	4	9	1,707	1,144	2,851	...	...	...	Sold	...	...	2	532
Total	65	18	83	21,480	6,514	28,345	...	70	...	Total	...	31	103	38,210

GENERAL RETURN of the Merchant Shipping of the Port of Kanagawa during the year 1868.

Entered.										Cleared.				
Under what Flag.	Vessels.			Tonnage.			Total Number of Crews.		Total Value of Cargoes.	Under what Flag.	Vessels.			Total Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	Total.			With Cargoes.	In Ballast.	Total.	
British	...	...	...	...	...	...	...	...	£	British	...	...	...	79,455
American	...	...	...	...	...	...	...	...	...	American	...	...	...	169,937
North German	...	...	...	...	...	...	...	...	...	North German	...	...	...	17,884
French	...	...	...	...	...	...	...	...	...	French	...	...	...	18,354
Dutch	...	...	...	...	...	...	...	...	...	Dutch	...	...	...	5,234
Russian	...	...	...	...	...	...	...	...	...	Russian	...	...	...	2,512
Danish	...	...	...	...	...	...	...	...	...	Danish	...	...	...	1,050
Total	...	...	...	...	...	...	...	...	...	Total	...	...	...	294,416

Inclosure 2.

Report by Acting Consul Lowder on the Foreign Trade at the Ports of Hiogo and Osaka for the year 1868.

Trade and Commerce.—Owing to the disturbed state of the country during the past year, the trade of this district has not been fully developed, and consequently the figures as shown in the accompanying Export and Import Tables cannot be taken as a fair criterion of this market. Osaka is without doubt the native trading emporium of Japan. It is so situated as to be easy of access from all parts of the Empire; and the city itself being intersected by numerous canals, and approachable from the sea by the four main streams into which the River Yodogawa branches, every facility is afforded for the landing and shipping of goods. The peculiar construction of the native junks renders it dangerous for them to make long sea voyages, and the city of Osaka has been chosen as the most convenient point where the produce of the eastern and western provinces can be exchanged. Some idea of the amount of native traffic can be formed from a reliable native estimate that the arrivals and departures of native junks average 300 daily.

On the first opening of Hiogo and Osaka, foreign merchants were very sanguine of the result. They came prepared to dispose of whole cargoes of piece-goods and other articles of commerce, and anticipated the commencement of a large export trade at once. The opening of these ports, however, appears to have been the signal for the first act of a revolution which has long been expected. During the first month of our advent, Osaka and the surrounding neighbourhood became the scene of battles and conflagrations and all the disasters of war. The struggle itself was of short duration here; and a few days sufficed to see the officers of the former Government put to flight and the city of Osaka in undisturbed possession of the Imperial forces, but the inhabitants of this district were perfectly terror-struck. For weeks preceding the outbreak of hostilities the populace had been seized with a sort of mania, which was not confined to the lower classes, and the effects of which will long be felt. The gods were said to have visited the earth and left traces of their passage in the shape of money and slips of paper bearing their names. To a superstitious people this was an occasion for general rejoicing. Shops were closed, business was suspended, extravagant garments and head-dresses were bought, feasts and carousals were the order of the day and night, drunkenness prevailed to an unheard of extent, processions formed of men, women, and children, dancing and singing and drawing festive cars filled the streets from the early hours of the morning, nearly every house was illuminated, costly offerings to the deities were piled up in every street corner, and the amount of money that was expended in these displays must have crippled the resources of many houses. It has been asserted that this state of things was fostered by the southern Daimios, but whether this be true or not, the authority of the Government was insufficient to put a stop to the ebullitions of the popular delusion. The re-action came, and this was as depressing in its effects as the extravagance which preceded it had been exhilarating.

For nearly three centuries Japan had been in a state of peace and tranquillity. The people had read of the wars which led to the aggrandizement of the Shôgun and the establishment of his Government throughout Japan, but they only perceived the after-results of his acquisition in the cities and towns which sprung up, and the peace and prosperity which followed. Suddenly, war with all its terrible accessories came upon them;

nor was it that kind of warfare which the people had read of, for rifles and field-pieces and cannon took the place of the sword and the bow. It came in the midst of festivals and rejoicings, while the popular mind was in a state of excitement unprecedented in the history of Japan. Osaka was soon in possession of the Imperial troops. For weeks, law and order were at an end. Large fires took place; and during the disturbance which followed the taking of the city, theft and murder were things of daily occurrence.

Can it be wondered at then that the sanguine expectations of foreign merchants were disappointed? I think that it is matter for surprise that the Export and Import Tables represent even so large a sum of money as they do, considering that the public mind has not even yet recovered its equanimity, and that few of the wealthy native merchants have made any sign of life.

When the scene of the contest was removed towards Yeddo, a demand for arms and ammunition sprung up, and a glance at the Tables will show that these articles alone represent a value of one-fifth of the whole imports. Grey shirtings, camlets, cloth, wool fancies, and blankets have also been in good demand throughout the year.

Eight steamers have been sold to the Japanese at these ports since their opening, four of which were British and four American; and if the prices obtained for these were added to the Import Table, an increase of 588,800 dollars would be the result.

The export returns will justify my former statement that the mercantile portion of the community of this district has not yet recovered from the effects of the occurrences of the early part of the year; but the following list, showing the principal productions of twenty-six of the contiguous districts or provinces, may be of use. I should observe that silk, silkworms' eggs, and tea have of late years been cultivated to a greater or less extent in every province; and that awabi (shell-fish) and biche-de-mer are produced in all the sea-coast provinces. These articles are, however, not particularized in the following list except when produced in sufficient quantities to be termed staple productions of the province:—

Ochizen.—Biche-de-mer, oil, pepper, rape seed, tea, silk, silkworms' eggs, silk piece goods.

Minô.—Copper, crape, matting, paper, porcelain, silk, silkworms' eggs.

Mikawa.—Cotton piece goods, drugs, ginger, ginseng, biche-de-mer, mushrooms, tea, wine.

Owari.—Cotton (raw and manufactured), biche-de-mer, dyes, ginseng, matting, paper, porcelain, silk (manufactured), timber, wine.

Ise.—Biche-de-mer, cotton, isinglass, pearls, shell-fish, silk, tea.

Omi.—Arrowroot, cocoons, crape, cotton, hemp, lime, matting, silk, silkworms' eggs, tea, waste silk.

Yamashiro.—Bamboo, cuttle-fish, dates, drugs, mushrooms, piece goods, porcelain, tea.

Yamato.—Arrowroot, cotton, deer hair, horns, and hide, drugs, hemp, lime, mushrooms, oil, paper, tea, timber, tobacco, vermicelli.

Kûi.—Biche-de-mer, buckwheat, candles, camphor, charcoal, copper ore, drugs, honey, isinglass, mushrooms, oil, oranges, seaweed, soy, sugar, tea, timber.

Kawachi.—Cotton, emery powder, oil, tea, vermicelli.

Wakasa.—Arrowroot, biche-de-mer, hemp, silk, salt-fish, tea, wine.

Tango.—Crape, biche-de-mer, hemp, piece goods, silk, waste silk, tea.

Tamba.—Cotton, silk, silkworms' eggs, tea, tobacco.

Tajuna.—Cattle, crystals, hemp, mulberry trees, silk, tea.

Inaba.—Arrowroot, cotton, cocoons, ginseng, isinglass, paper, tea, vegetable wax.

Harima.—Coal, cotton, charcoal, iron, salt, soy, steel, tea, timber, vermicelli.

Setsu.—Bamboo, cotton, charcoal, drugs, isinglass, mulberry plants, oil, paper, wine.

Awaji.—Fire-wood, fish, paper, pumice-stone, sea-weed, vermicelli.

Sanuki.—Cotton, salt, sugar.

Awa.—Blue-dye, charcoal, sugar, tea, tobacco, timber, vermicelli.

Tosa.—Awabi (shell-fish), camphor, candles, drugs, fire-wood, mushrooms, paper, sea-weed, silk, sugar, timber, tobacco, wax.

Iyo.—Arrowroot, awabi (shell-fish), camphor, cotton, copper, lead, mushrooms, paper, sea-weed, tea, vermicelli, wax.

Bizen.—Cattle, coal, cotton, dye, matting, piece goods, porcelain, salt, soy.

Mimasaka.—Coal, ginseng, iron, timber, tea.

Bitchiu.—Arrowroot, cotton, drugs, iron, matting, saffron, tobacco, wine.

Kanga.—Biche-de-mer, cotton, drugs, hemp, isinglass, paper, silk, silkworms' eggs.

The above is a list of the principle productions of the provinces enumerated. Rice, wheat, beans, cotton goods, tea, mushrooms, dried fish, &c., are common to them all to a greater or less extent.

The coinage of Japan is in a state of transition, and until some order is restored in this respect monetary transactions must be attended with great difficulties. Several of the Daimios, notably Satsuma, Tosa, and Chikuzen, have of late coined large quantities of 2-bu pieces. Those coined by Satsuma are saleable at 7 per cent. discount; but those manufactured by Tosa and Chikuzen are unsaleable. The present Government issue of this coin is passable in packets bearing the stamp of the mint; but as soon as the coin is attempted to be retailed, a large proportion is rejected. I am informed that the old 2-bu piece was worth intrinsically 80 cents of a dollar; but that although it is known to be much depreciated, the new coin has not yet been assayed. The new silver bu is stated to be worth only 26 cents of a dollar, whereas the old bu bore a value of 33 cents.

Notwithstanding these depreciations, as is usual at the commencement of the silk season, July and August, the bu attained a very high value, and at one time not more than 260 bus could be obtained for 100 dollars. The reason of this is that the silk merchants effect all their transactions in bus. At the present moment, however, dollars are almost unprocurable, although the nominal rate is 325 and 330 bus per 100 dollars. This is doubtless attributable to the depreciation in the intrinsic value of native coin, and partly also to the fact of dollars having been bought up by the Mint authorities for recoinage.

Until the exports from this district assume a nearer proportion to the imports, the rates of exchange must be governed by those ruling at Yokohama, to which port principally the money received by foreign merchants in exchange for their imports is remitted.

Paper-money was issued by the Imperial Government in the month of June last. Much discontent has arisen on account of the severe measures that have from time to time been adopted by the native authorities to enforce its currency. The issue was in the nature of a loan, that is to say, persons of known respectability might borrow a certain sum from the Government, to be repaid in coin at the rate of 10 per cent. per annum during a period of thirteen years. It will thus be apparent that the

Government would receive 10 per cent. in cash every year upon the whole amount of notes issued; and that after the lapse of ten years there would still be 30 per cent. due, payable in three years. In order to protect the interests of those who had taken advantage of the loan, the paper-money was declared current for thirteen years; but however beneficial this might be for those who had availed themselves of the facility to obtain funds, it was naturally opposed by the majority of the people, who were placed at a disadvantage in being obliged to receive, whenever proffered, a paper currency inconvertible, easily destroyed or obliterated, and from which they had received no benefit. As a matter of course the issue was soon at a discount, and in November was as low as 50 per cent. Since then it has fluctuated between 20 per cent. and 30 per cent., and at present is at a discount of 25 per cent.

The issue of these notes has exercised a depressing effect on trade generally; for producers are loth to bring their goods to a market where they may be obliged to accept in payment a cheque that will not pass in their own provinces, and which they are, therefore, obliged to convert at a discount on the spot.

Shipping and Navigation.—The gross number of British ships that have arrived at the port of Hiogo during 1868 is 99, representing 35,139 tons. 94 British vessels, representing a tonnage of 32,542 tons, cleared from that port during the same period. At Osaka, which was opened to shipping on the 1st of September, the entries are 12 vessels of 4,715 tons, and the clearances are 11 vessels of 4,591 tons.

No statistics have hitherto been kept of the native shipping at Osaka or Hiogo; but the following information relative to the trade carried on in native craft between Osaka and Fushimi, a town lying thirty miles east of this city, and the channel for all articles of native consumption coming from the Western and Southern provinces and destined for sale at Kyoto and its neighbourhood, is taken from a Report by Mr. Acting Vice-Consul Robertson.

There are 1,400 licensed boats of different descriptions in Osaka; these comprise lighters and bar-boats, pleasure-boats, cargo-boats constructed to ply between Osaka and Fushimi, where the river is very shallow, and passenger-boats for the same purpose. The carrying capacity of these boats varies from 8 to 33 tons. The passenger-boats leaving Osaka for Fushimi average 50 daily, each of which carries 30 passengers, the ordinary fare being 4*d.* per head. From Fushimi to Osaka the fare is only 2*d.*, as the boat comes down with the stream. The number of passengers from Osaka to Fushimi may thus be estimated at 1,500, and the cargo amounts to some 800 tons daily. Freights vary from 3*d.* to 6*d.* per picul, according to the nature of the cargo.

At Fushimi there are 300 licensed boats which ply between that place and Yodo, a town three miles distant from it; and, besides these, there are over 200 small boats which run on the canal between Fushimi and Kyoto. Between Osaka and Hirakata, a village half-way to Fushimi, the river varies in depth from 2 feet to 20; from Hirakata up, the shallows are not so frequent, and there is a more even depth of water. The bed of the river is 84 feet higher at Fushimi than at Osaka, which will account for the tremendous rush of the river on the occasion of heavy rains.

Owing to the frequent accidents occurring at the mouth of the Ajikawa, one of the principal streams of the river leading to Osaka, the Japanese Government has for some time had it in contemplation to dredge the bar and deepen the river in order to allow of junks entering at all times. The rise and fall of the river at its mouth is 6 feet, so that, under the most favourable circumstances, junks drawing over 7 feet of water cannot enter the river. The draught of the large-sized native

junks when deeply laden is 20 feet, when empty 7 feet, and when lightened of anchors and other gear is reduced only to 5 feet; so the desirability of the work will at once be apparent. It is a great desideratum also for foreign ships. At present they are obliged to lie at least a mile from the entrance of the river, and four miles from the foreign Settlement; and such is the danger of crossing the bar when the wind is from the south-west, that insurance cannot be obtained on goods destined for conveyance to Osaka by water.

Several schemes have been proposed for surmounting this difficulty, and a tender has been made through a British firm to undertake the work of dredging the river from its mouth to the foreign concession for a certain fixed sum, on condition that, upon its completion, the Japanese Government would take over the dredging machines at cost price. The local authorities, however, have recently taken advantage of the visit of two English gentlemen, in the employment of the Japanese Government, to obtain from them a good plan of the river, and a practical suggestion for converting it into a harbour for shipping.

The plan proposed is to turn the course of the stream and construct a dam across the river at a convenient point. The bar could then be dredged once for all, and a channel made sufficiently deep and wide to admit of foreign shipping coming up as far as the lock. The cost of these works, exclusive of the price of the dredging machines, &c., is estimated at 635,684 dollars; and for a total sum of 1,659,043 dollars, a breakwater and a pier could be constructed, and a safe harbour of 300 acres in extent formed at the mouth of the river. The local authorities have already applied to the Government for permission to commence these works. They would probably take about three years to complete; but a harbour would be formed at Osaka second to few in the world.

There are no light-houses either at Osaka or at Hiogo; but there are points in both harbours where these might be erected at a comparatively small outlay. Stone is abundant at the latter place, and could be shipped thence to Osaka at a moderate cost.

Numerous junks and smaller craft are built at Osaka. Junks are constructed of from 150 to 500 tons measurement; and a craft of the former size can be chartered for a voyage to Yeddo and back, a distance of 360 miles, for about 1,200 dollars,

The harbour of Hiogo is commodious and safe, with excellent holding-ground, and a good depth of water, to within less than a quarter of a mile of the shore.

Agriculture.—The agricultural products of this district are common to all parts of Japan, and consist of rice and grain of all kinds, vegetables, tea, tobacco in small quantities, and cotton. Mr. Robertson estimates the amount of cotton grown in the six provinces, of Banshin, Setsu, Yamashiro, Kawachi, Yamato, and Idzumi, to be 2,140,000 lbs. annually, and that an acre of ground will produce 2,160 lbs. It requires twelve men to cultivate an acre of land, and the wages of each man per diem is about 22 cents of a Mexican dollar.

Labour for the cotton cultivation is more expensive than for any other, owing to the great care required in keeping the plants free from weeds and insects. The probability of one or two bad years in every ten, enters into the calculation of cotton cultivators.

It is estimated, that during the summer months 60 head, and during the winter months 100 head of cattle are killed daily within this district for foreign consumption. The cattle are raised principally in the province of Bizen, and at a place called Ikeda, near Osaka. They are fed on barley and rice-straw, and their superiority over cattle of other parts of Japan, is attributed to the better quality of food procurable.

Great attention is now being paid to the breeding and rearing of cattle at the places above-mentioned; so that there is little fear of a failure in the supply. It is computed that the demand will average 150 head per diem.

A partial failure in the rice crops has been experienced this year, owing to the inundations which have flooded the country during the rainy season; the same remark also applies to the cotton crop.

Population and Industries.—The population of Osaka may be computed at about 500,000; that of Sakae at 40,000; and that of Hiogo 40,000; or, in round numbers, 600,000 is calculated to be about the population of this Consular district.

All mines in Japan are Government property, or virtually so; for the royalty payable to the Government is too large to admit of their being worked with profit. There is said to be a gold and a silver mine at Ikunô, in the province of Tajima, some ninety miles from the city of Osaka. There are also evidences of the existence of gold, silver, and copper at a place called Tada, twenty miles to the north of Osaka. Attempts have been made to work them; but the results have proved insufficient to defray the expense, and the works have therefore been stopped. The same may be said of a gold mine, situated at Kougozan, in the Province of Yamato. There are coal-fields a few miles from Hiogo, where a little surface work has been done; but the vein, taking a transverse direction through the mountain, mining operations have not been carried on for want of the proper appliances.

The Japanese Government has recently purchased the Hong Kong mint, and the work of erecting it has already been commenced under the superintendence of a civil engineer and two mechanics, Englishmen, who have been engaged specially for the purpose. It will be quite a year, however, before it can be got into working order.

In the meantime coin is made by hand. The present Mint covers a large space of ground; but the several buildings which compose it are constructed in primitive Japanese style.

The metal is smelted, cast, beaten out, cut, weighed, stamped, milled, and finally packed by hand. The work is entirely under the superintendence of Japanese, and affords a livelihood to 250 men and boys in its several departments, even when there is no pressure of business. Their working hours are from 6 A.M. to 4 P.M. during which time they can turn out some 200,000 coin. Their wages range from 2s. 3d. to 12s. per diem, exclusive of a mid-day meal and clothing, which are provided them.

I have witnessed the making of the “nibu,” or 2-bu piece, a coin which is generally understood to be silver-gilt. The coin consists of one part gold, and three of silver. The process of bringing the gold colour to the surface, is the last before packing. When stamped it has the appearance of coppery silver. It is then baked in tins containing a powder formed of—

Resin	..	..	..	..	1 part.
Sulphate of copper ..	..	..	..	..	6 parts.
“ iron ..	..	..	..	..	1 part.
Nitrate of potash ..	..	..	..	..	1 “
Borax	..	..	..	..	1 “

It is kept stirred during the baking process, which occupies about half-an-hour, and is then placed in baskets which are dipped and washed in three boiling solutions of nitric acid, the last solution being the strongest. After this, the coin is placed in crucibles, and again subjected to great heat for a few minutes, when it is turned out perfectly gold-like in appearance and ready for packing.

The people of this district, exclusive of the peasantry, are employed in the manufacture and disposal of the various articles of native consumption, or as boatmen, porters, couriers, and so on. Among the industries may be enumerated boat-building, carpentering, dyeing, tile-, mat-, and basket-making, stone-cutting, the manufacture of waterproof materials, paper and articles made of paper, bronzes, tools, and agricultural implements, iron, pewter, copper, and lacquer ware, soy, native wine, incense, idols, swords, and so on. The principal trades are those of silk and crape mercers, drapers, jewellers, sugar dealers, pawnbrokers, ironmongers, upholsterers, fishmongers, booksellers, coopers, hotel-keepers, &c.

The special production of this district is its "sake," or native wine, which is celebrated throughout the country. Within the Consular district there are said to be no less than 330 breweries, which consume about 2,308,500 bushels of rice annually in the manufacture of sake. It is computed that 5,130 bushels of rice will produce 51,300 bushels, or ten times that quantity, of wine.

The brewing commences about seven days before the cold weather sets in, and lasts some forty-nine days; though the whole work occupies about a hundred days, for which term the hands are generally engaged. The hands are divided into gangs of eight, consisting of a master-brewer, an assistant, and six helpers. The first-mentioned receives a sum of 27 dollars as wages for the period of a hundred days, the assistant receives 8 dollars, and the helpers 4 dollars each; but these amounts are exclusive of board, which is provided by the employers.

Public Works.—No public works of any importance have as yet been undertaken in this district, with the exception of the erection of the mint referred to above. The contemplated construction of a harbour at Osaka has been mentioned under the head of Shipping and Navigation.

A line of telegraph is to be constructed between Hiogo and Osaka; the necessary material for which has been ordered in England, and may be expected to arrive here about the middle of 1869.

Tenders for connecting Osaka and Hiogo by means of a railroad have been made to the Japanese Government both by an English and a French firm. The cost of constructing a double line of rail is estimated by the former at 6,000*l.* sterling per mile, but the Government has shown no inclination to commence such an undertaking for the present; and it is even doubtful whether it would be profitable as a speculation.

The city of Osaka is intersected by fifteen canals, which are spanned by 162 wooden bridges. These latter are strong but cumbrous structures, calculated to last for ten years without repair. The streets of the city, which number 620, are well made and drained, but, as a rule, very narrow. A number of them are formed of tiles placed close together edge up; this mode is found durable, and facilitates drainage.

The distance between the foreign Settlement at Osaka and that at Hiogo is about twelve miles as the crow flies; but the ordinary road is twenty miles long. It is crossed by twelve rivers, which take their rise in the neighbouring hills, and all but two of which are dry, except in the rainy season, when the road is often rendered impassable by the rains. The river-beds are many feet above the level of the surrounding country, and the streams have hitherto been found too rapid to allow of the construction of bridges over them. Hence, on a journey from one place to the other, two ferries must be crossed at all seasons of the year; and during the rainy months these stoppages are more frequent. The incline of the river-beds is calculated to average as much as one in fifty feet. Such is the amount of *débris* brought down them, that during the last rainy season some twenty feet were added to the spit at the mouth of one

of these rivers at Hiogo, for a distance of sixty or seventy feet on either side, although the river is dry for nine months of the year.

It is the intention of the local authorities to construct a broad carriage-road between Hiogo and the city of Osaka.

General Remarks.—The guilds of Osaka are numerous, and as a rule traders in the same commodities carry on their business in the same quarter of the city. Thus, one street is entirely occupied by fishmongers, another by dealers in grain, another by silk and piece-goods shops, another by timber yards, another by dealers in porcelain, by wine-merchants, pawnbrokers, and so on. A few of the guilds are licensed by the Government, and pay a nominal tax. The pawnbrokers pay the highest; and the drug guild, numbering some 1,300 houses, pays about 30 cents of a Mexican dollar per house per annum. Others, however, are self-constituted, and pay no tax whatever; and this latter class is the most numerous. A regular system of taxation, to apply to all classes of the people, is now under the consideration of the Government. In time of war a special tax is levied upon all the population; but that which has been so collected during the past year does not amount to one-tenth of the per-centage payable in kind by the agricultural class, which per-centage is often as much as two-thirds of the produce.

There are ten large banking-houses in Osaka, of which the styles are: Omai Gohei, Takagi Gohei, Yamanaka Zenyemon, Tonomura Heyemon, Nakahara Shôbei, Nagata Sakugoro, Imabori Chokichiro, Morimoto Nawonoske, Shirayama Yasubei, Shirayama Hikugoro.

Besides these, there are thirty or forty smaller banking associations and numerous houses where money is exchanged. There is no connection between the Government and the banks, although the former often avails of the convenience of the institutions. Many of the Daimios bank exclusively with one corporation; while others, whose money matters are not so well regulated, affect them all indiscriminately.

The usual rate of interest demanded on loans by the banks is 12 per cent. per annum; but at present money cannot be had for less than 24 to 36 per cent. Banks pay from $\frac{1}{8}$ to $\frac{3}{4}$ per cent. per month interest on deposits.

Land transit is very expensive in Japan. The means of conveyance employed are porters, horses, and bullocks. At posting towns and villages these can be obtained at fixed rates; but off the high road prices are a matter of private agreement. Government officers and officers travelling on public service travel half as cheaply again as merchants and others, but are obliged to send a courier in advance to engage conveyances at each posting town. A reduction is made in the taxes or ground-rent payable by the posting towns, equivalent to the amount of the difference between the charge of conveyance we supplied for the public service, and the charge that would have been made in the case of ordinary travellers.

There is no recognized or legal form of drawing up a contract in Japan; but a Japanese is always held liable for the fulfilment of any writing to which his seal is attached. It is not always that the person with whom he contracts is satisfied with his guarantee alone; and hence a system of demanding bargain money has obtained. A Japanese calculates what his probable loss would be in the event of breach of contract, and demands that such amount shall be paid in advance. Likewise the other party, if he thinks proper, may demand bargain money. In such cases, the sums are deposited with a common friend who, on the completion of the contract time either refunds both parties, or, in case of breach of contract, gives the whole to the party who has kept faith; and thus the matter is sealed without litigation. If only one party to a transaction receives bargain

money, it is sometimes stipulated that he shall reimburse the payer in the amount with interest, or even pay him double the sum in the event of his not fulfilling his agreement.

There is a class of men in Japan known as brokers, or middle-men, whom it may be proper to refer to as being closely connected with the business transactions of foreigners. They have proved useful to a certain extent, as forming a link between foreign and *bond fide* native merchants who have been hitherto perhaps otherwise inaccessible. For the most part they are shrewd, sharp men of business; and although, in many instances, they have been wanting in honesty, it has often happened that their breach of faith has been occasioned by the faultiness of the bargain-money system, or by a misapprehension of it on the part of the foreigner, rather than by the broker's individual dishonesty. The following is an instance of the manner in which the system may be worked to the prejudice of the foreigner.

The cotton crop having, in a measure, failed, owing to the rains which have inundated the country, a demand for that commodity arose. The market value of native cotton at the time was 35 dollars per picul; and as China cotton could be imported at 25 dollars, contracts were eagerly entered into by the foreign merchants, who were content to accept almost nominal bargain money. As soon as the cotton began to arrive, however, the native brokers one and all repudiated their contracts, and declared their intention of forfeiting their advances. Thus, a large stock of cotton was thrown upon the market; and though there was a known demand, prices remained stationary; and eventually the foreign merchants, a number of whom had already drawn against their contracts, were obliged to sell rather than re-export the cotton.

This is an instance of combination which has not, perhaps, occurred before in the history of our commercial relations with Japan; but it serves to show what can be effected by unanimity of action on the part of native traders, backed by a custom which has virtually the force of law; and as it is impossible for foreign merchants to combine in this way, I see no other mode whereby they can secure themselves from loss, but to adopt individually the bargain-money system as practised by the Japanese.

Much doubt is entertained among foreign merchants as to whether Hiogo or Osaka will eventually become the principal seat of foreign trade. At present, the question appears to me to stand thus:—Which is preferable: to reside where direct access to the principal native merchants can be had, *i.e.* Osaka, and put up with the inconvenience of having occasionally to wait for the weather to allow of the passage of merchandize over the bar; or to live at Hiogo and do a less hazardous business with such native merchants and brokers as may be accessible there? If the question is reduced to one simply of benefit to be derived from residence at one place or the other, it would appear that a small community such as that formed by the foreign residents at Hiogo is more easily removed than a wealthy and conservative class of native merchants which has for numbers of years preferred the city with all its disadvantages, and which will expect to be sought rather than itself seek to extend its business into new and untried channels.

It has not yet appeared what Osaka will be, nor are its resources known. Few of the wealthier native merchants have turned their attention to foreign trade: indeed, this class of the people in Osaka is the last to recognize any benefit in foreign relations. They do a good business among themselves by advancing money on produce, and trading in other ways; and their fear seems to be that foreign merchants will deprive them of a portion of the profits that have hitherto accrued to themselves alone. The native brokers will take care not to undeceive them; and it therefore only

remains for foreign merchants to introduce themselves, and endeavour to overcome the prejudices of a people who, once interested are not unready

I have, &c.
(Signed) FRED. LOWDER, *Acting Consul.*

(No. 1).—RETURN of the Import Trade of Hiogo and Osaka for the Year 1868.

I.—FROM ENGLAND AND OTHER COUNTRIES.

Description of Merchandize.				Quantity.	Value.
					Dollars.
Cotton Manufactures:—					
Grey shirtings	..	pieces	23,294	73,220	
White shirtings	..	..	..	..	
Drills	..	..	..	..	
T-cloths	..	..	1,000	2,150	
Handkerchiefs	..	doz.	306	200	
Brocades and spots (white)	..	pieces	..	..	
Do. (dyed)	..	..	..	..	
Chintzes	..	..	1,400	4,900	
Turkey reds	..	..	2,250	6,883	
Velvets	..	..	240	2,220	
Muslins and cambrics	..	..	240	1,000	
Taffachelass	..	..	2,579	6,700	
Cotton yarn	..	piculs	..	..	
Miscellaneous	..	..	300	9,991	
Woollen Manufactures:—					
Camlets	..	pieces	2,878	50,320	
Lastings	..	..	260	4,220	
Crape lastings	..	..	..	..	
Lustres and Orleans, figured	..	..	2,509	12,550	
„ „ plain	..	..	..	..	
Wool fan-ies	..	..	300	3,300	
Alpacas	..	..	600	4,000	
Camlet cords	..	..	1,500	9,700	
Cloth	..	..	279	12,300	
Spanish stripes	..	..	..	..	
Long ells	..	..	80	820	
Blankets	..	pairs	12,117	72,697	
Miscellaneous	..	..	1,092	12,630	
Metals:—					
Iron	..	piculs	3,000	12,000	
Lead	..	..	5,023	44,837	
Tin plates	..	boxes	780	5,660	
Miscellaneous	..	..	2,350	122,623	
Arms	..	..	14,285	122,766	
Ammunition	..	..	100	2,500	
Sugar, white	..	piculs	..	..	
„ brown	..	..	205	1,572	
Raw cotton	..	..	7,682	194,322	
Coals, English	..	tons	250	4,666	
Rice	..	piculs	..	..	
Saltpetre	..	..	1,300	10,000	
Miscellaneous	..	..	54	11,157	
Total	..	..	..	822,404	

(Signed) FREDERICK LOWDER,
Acting Consul.

(No. 2.)—RETURN of the Import Trade of Hiogo and Osaka for the Year 1868.

II.—FROM OPEN PORTS IN JAPAN.

Description of Merchandize.				Quantity.	Value.
					Dollars.
Cotton Manufactures :—					
Grey shirtings	..	..	pieces	94,402	293,060
White shirtings	..	..	"	7,208	24,858
Drills	..	..	"	3,200	11,505
T-cloths	..	..	"	2,200	5,166
Handkerchiefs	..	..	doz.	2,012	2,024
Brocades and spots (white)	..	..	pieces	2,085	6,700
Do. (dyed)	..	..	"	4,890	27,509
Chintzes	..	..	"	21,911	70,597
Turkey reds	..	..	"	23,010	67,398
Velvets	..	..	"	3,494	36,386
Muslins and cambrics	..	..	"	32,162	113,206
Taffachelass	..	..	"	51,527	175,005
Cotton yarn	..	..	piculs	2,080	106,312
Miscellaneous	..	..	"	6,803	56,307
Woollen Manufactures :—					
Camlets	..	..	pieces	13,204	236,684
Lastings	..	..	"	1,485	19,796
Crape lastings	..	..	"	7,280	76,187
Lustres and Orleans, figured	..	..	"	16,482	85,617
" " plain	..	..	"	14,779	120,453
Wool fancies	..	..	"	24,672	227,946
Alpacas	..	..	"	3,862	35,408
Camlet cords	..	..	"	3,598	25,363
Cloth	..	..	"	6,492	243,187
Spanish stripes	..	..	"	285	5,048
Long ells	..	..	"	3,074	26,182
Blankets	..	..	pairs	30,622	187,988
Miscellaneous	..	..	..	..	284,263
Metals :—					
Iron	..	..	piculs	896	6,479
Lead	..	..	"	17,717	151,080
Tin plates	..	..	boxes	100	800
Miscellaneous	..	..	..	3,037	46,409
Arms	..	..	}	..	1,267,614
Ammunition	..	..		..	
Sugar, white	..	..	piculs	3,860	30,351
" brown	..	..	"	530	2,161
Raw cotton	..	..	"	1,492	33,497
Coals, English	..	..	tons	..	..
Rice	..	..	piculs	..	..
Saltpetre	..	..	"	..	..
Miscellaneous	..	..	..	..	1,089,139
Total	..	..	..	..	5,197,685

(Signed)

FREDERICK LOWDER,
Acting Consul.

(No. 3.)—REPORT of the Export Trade of Hiogo and Osaka for the Year 1868.

I.—TO ENGLAND AND OTHER COUNTRIES.

Description of Merchandize.					Quantity.	Value.
						Dollars.
Silk	..	..	..	piculs	432	263,811
Silkworms' eggs	..	..	..	cards	15,935	18,666
Cocoons	..	..	..	piculs	..	..
Tea	..	..	..	..	1,267	29,776
Tobacco	..	..	..	..	..	..
Camphor	..	..	..	..	43	1,350
Seaweed	..	..	..	..	1,438	6,503
Fish (salt or dried)	..	..	..	..	109	650
Wax	..	..	..	..	850	15,727
Timber	..	..	..	..	1,800	1,270
Drugs	..	..	..	..	31	634
Miscellaneous	..	..	..	..	2,666	49,709
Total	..	..	..	..	..	388,096

II.—TO OPEN PORTS IN JAPAN.

Description of Merchandize.					Quantity.	Value.
						Dollars.
Silk	..	..	..	piculs	800	528,958
Silk-worms' eggs	..	..	..	cards	168,379	146,702
Cocoons	..	..	..	piculs	127	7,767
Tea	..	..	..	..	12,921	280,089
Tobacco	..	..	..	..	5,684	164,306
Camphor	..	..	..	..	1	125
Seaweed	..	..	..	..	500	2,431
Fish (salt or dried)	..	..	..	..	..	..
Wax	..	..	..	..	1,619	24,920
Timber	..	..	..	..	900	692
Drugs	..	..	..	..	44	5,250
Rice	..	..	..	..	67,989	168,658
Miscellaneous	..	..	..	..	..	334,218
Total	..	..	..	..	..	1,664,116

(Signed)

FREDERICK LOWDER,
Acting Consul.

(No. 4.)—RETURN of British Shipping at the Port of Hiogo in the Year 1868.

1. Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.					Cleared.				
Number of Vessels.			Tonnage.		Number of Vessels.		Tonnage.		Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	Total Value of Cargoes.
2	...	2	879	...	879	...	2	923	...
									40

2. Indirect, or Carrying Trade in British Vessels from and to other Countries.

Entered.					Cleared.				
Number of Vessels.			Tonnage.		Number of Vessels.		Tonnage.		Total Value of Cargoes.
Countries whence Arrived.	With Cargoes.	In Ballast.	Total.	In Ballast.	With Cargoes.	In Ballast.	With Cargoes.	In Ballast.	Total Value of Cargoes.
China	8	1	9	2,567	130	2,687	4	1	5
Total	8	1	9	2,567	130	2,687	4	1	5

3. Indirect, or Carrying Trade in British Vessels from and to open Ports in Japan.

Entered.					Cleared.				
Number of Vessels.			Tonnage.		Number of Vessels.		Tonnage.		Total Value of Cargoes.
Ports whence Arrived.	With Cargoes.	In Ballast.	Total.	In Ballast.	With Cargoes.	In Ballast.	With Cargoes.	In Ballast.	Total Value of Cargoes.
Yokohama	47	5	52	19,084	1,514	20,598	51	6	57
Nagasaki	29	7	35	8,698	2,277	10,975	18	7	25
Hakodate	...	...	...	...	...	...	3	3	6
Total	76	12	88	27,782	3,791	31,573	72	15	87

(Signed) **FREDERICK LOWDER, Acting Consul.**

(No. 5.)—A RETURN of Foreign Shipping at the Port of Hiogo in the Year 1868.

	ENTERED.						CLEARED.					
	Total No. of Vessels other than those of Pacific Mail Line.			Total Tonnage, other than that of Pacific Mail Line.			Total No. of Vessels other than those of Pacific Mail Line.			Total Tonnage, other than that of Pacific Mail Line.		
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
American	20	18	38	11,532	5,037	16,569	24	10	34	13,292	2,308	15,600
Steamers of the Pacific Mail line	26	..	26	56,626	..	56,626	26	..	26	56,626	..	56,626
Grand total	46	18	64	68,158	5,037	73,195	50	10	60	69,918	2,308	72,226
French	1	..	1	298	..	298	1	..	1	298	..	298
North German	4	2	6	1,050	900	1,950	5	1	6	1,650	300	1,950
Dutch	5	2	7	1,321	467	1,788	7	..	7	1,788	..	1,788
Russian	1	..	1	500	..	500	1	..	1	500	..	500

(No. 6.)—RETURN of British Shipping at the Port of Osaka in the year 1868.

1. Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.					Cleared.				
Total Number of Vessels.			Tonnage.		Total Number of Vessels.		Tonnage.		Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	With Cargoes.	In Ballast.	With Cargoes.	In Ballast.	Total.
Nil	...	...	...	...	...	...	...	...	£ ...

2. Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.					Cleared.				
Countries whence Arrived.			Number of Vessels.		Tonnage.		Number of Vessels.		Total Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
Nil	...	...	...	...	...	...	...	...	£ ...

3. Indirect or Carrying Trade in British Vessels from and to open Ports in Japan.

Entered.					Cleared.				
Ports whence Arrived.			Number of Vessels.		Tonnage.		Number of Vessels.		Total Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
Yokohama	1	1	2	344	305	649	8	1	9
Kobe	...	9	9	...	3,416	3,416	...	1	1
Nagasaki	1	...	1	650	...	650	...	1	1
Total	2	10	12	994	3,721	4,715	8	3	11
									1,302
									4,591
									211
									650
									70
									258
									15
									296

(No. 7).—A RETURN of the Foreign Shipping at the Port of Osaka for the year 1868.

AMERICAN.

Entered.						Cleared.					
With Cargoes.	In Ballast.	Total.	Tonnage.			With Cargoes.	In Ballast.	Total.	Tonnage.		
			Cargo.	Ballast.	Total.				Cargo.	Ballast.	Total.
...	2	2	...	3,200	3,200	2	...	2	3,200	...	3,200

DUTCH

Entered.						Cleared.					
With Cargoes.	In Ballast.	Total.	Tonnage.			With Cargoes.	In Ballast.	Total.	Tonnage.		
			Cargo.	Ballast.	Total.				Cargo.	Ballast.	Total.
...	1	1	...	100	100	1	...	1	100	...	100

Inclosure 3.

Consul Flowers to Sir H. Parkes.

Sir,

Nagasaki, January 20, 1869.

I HAVE the honour to transmit to you herewith the Trade and Shipping Returns for the year 1868, which have been framed in accordance with the instructions contained in your circular despatch of the 30th of October last.

They comprise the following Tables, seven in number, viz :—

No. 1. Import trade from England and other countries.

No. 2. Import trade from other open ports in Japan.

No. 3. Export trade to England and other countries.

No. 4. Export trade to other open ports in Japan.

No. 5. Direct trade in British ships.

No. 6. Indirect or carrying trade in British vessels from and to other countries.

No. 7. Indirect or carrying trade in British vessels from and to other open ports in Japan.

In order to arrive at a just estimate of the true nature and state of the trade of this port during the preceding year, I venture to offer a few preliminary remarks. It will be observed that there has been a great falling-off in most articles of import. This may be attributed to various causes. The primary cause that may be alleged has been the unsettled state of the country. The war which broke out in the spring at Kioto, and was afterwards carried on in the northern provinces, has naturally had a disastrous effect on trade. It made the native dealers limit their purchases, and only buy for local consumption. They would not run the risk of sending goods into the interior for fear of their being seized and confiscated by the enemy. Besides the war converted the legitimate trade of the place into other channels. The native merchant, instead of devoting his attention to cotton and woollen goods as heretofore, bought arms and ammunition.

The second cause of the decline of the import trade of the year may be attributed to the opening of the new ports of Hiogo and Osaka. It was anticipated that there would be a great rush to these new places, the open-

ing of which had so anxiously been looked forward to, so that at the commencement it is not surprising to find it had a direct influence on this port. What the ultimate result may be time only will show. It is anticipated that this port will suffer to a certain extent in coming into competition with the new ports; but on the other hand, it is expected it will gain in other respects by becoming a great port of call, and by that means retain its position.

The other cause which seriously affected the import trade is no doubt the indebtedness of most of the Daimios to the foreign merchants. During 1867 the Daimios made large purchases of steamers and arms, and mostly on credit. This had the effect of limiting their purchases in 1868.

With these preliminary remarks I will now specify a few of the most important articles that show a decrease.

Imports.

Cotton and woollen goods show a decrease of more than 1,000,000 dollars compared with the previous year. This falling-off may be accounted for in various ways. Besides the reasons given in my preliminary remarks, I may mention the large importations of these manufactures were made during the previous twelve months in anticipation of the opening of the new ports; consequently, large stocks were held here at the beginning of the year. The prices in Europe were likewise unfavourable, and the rates being higher there and lower here, had the natural result of checking large shipments of these articles, and many orders were countermanded.

The fluctuations in the exchange of foreign and native currency had likewise a prejudicial effect.

The articles of cotton manufacture which enter the most into consumption in Japan are grey shirtings, taffachelass, table-cloths, white shirtings, Turkey reds, cambrics, white muslins and velvets, as well as cotton handkerchiefs. Of these white muslins are only saleable from April to August, and velvets principally during the winter months. The other kinds of fabrics are saleable all the year round. Taffachelass being a material little used in China, the Nagasaki market is supplied direct from England, whereas nearly all the other articles are sent over here from the China markets, so that the rates ruling here follow very closely those ruling in that country.

In woollen goods, camlets, long ells, lastings, and Orleans lustres are the staple articles consumed, and besides these there are a great variety of fancy goods made in France, the business in which is principally in the hands of our Swiss and German neighbours. Black and scarlet camlets are the colours principally used, and during the last few months preference was given to the former of these colours, which were in active demand at advanced prices, having at one time reached as high as 22 dollars per piece. In consequence of the large supplies which came forward, prices soon receded, and at the close of the year went down to 17 dollars. Taking the whole year through, it is said that, with the exception of a few things, such as the above-mentioned camlet, the market has been over supplied, and importers of most descriptions of piece goods can hardly have realized cost price for their manufactures. Stocks, so far as I can learn, are lighter than they were twelve months ago.

Arms and Ammunition.—There is here a slight decrease, owing to the opening of Hiogo and Osaka, the demand and value of arms ruling higher there than here during 1868. The Osaka statistics will no doubt show that the import of arms to Japan is by no means less than that

during 1867. At this port even a greater trade has been effected during 1868 than the previous year; the decrease shown in the Import Tables must, therefore, be attributed to the large stocks remaining on hand.

In the early part of the year the demand was steady and continuous, *i.e.*, during the period of the war, but since the cessation of hostilities inquiry for fire-arms has been very limited, and with heavy stocks in the place prices have declined rapidly. For instance, short Enfield rifles, which weapon is by far the most appreciated by the Japanese in this quarter, were worth in the early part of the war 17 dollars to 18 dollars each, whereas now they are to be had in quantity at 11 dollars and 12 dollars. Breech-loading rifles of many kinds have been imported, but principally of the Snider, Spencer, Albini, Westley Richards, and Wilson and Henry's patents, but in comparatively small quantities, and at the present time are not much in demand. Cartridges, especially Enfield, have been bought largely, but the market having been badly supplied of late, the Japanese have been manufacturing their own to a great extent, and the demand for foreign made ones will thus be much reduced. Caps have been bought in millions at prices varying from 1 dollar to 1 dollar 30 cents per thousand, gold lined ones always having the preference. In field-pieces and heavy guns, the business has been confined to a few houses who have had contracts.

Rice was a conspicuous item in last year's Report. The harvest of 1867 being a very plentiful one, the trade ceased altogether in 1868. Some of the rice imported from China in 1867 was sent back in 1868. In spite of the war the price of rice has ruled very low during 1868, and consequently there has been no inducement for large imports. The apparent paradox of rice being cheap during a war is not sufficiently accounted for from the simple fact of a good crop, but must be explained by the necessity experienced by all the Daimios to sell the stocks they would otherwise hoard, which is the practice they adopt under ordinary circumstances, as they receive their revenues in *kokus* of rice.

Sugar shows a considerable decrease owing probably to the prices ruling lower here than in China.

Raw Cotton.—The crop of 1867 was good, and during the first eight months of 1868, little or none was imported. The crop of 1868 being a comparative failure, it was imported during the latter part of the year to make up the deficiency. Cotton is but little cultivated in the southern part of Japan.

Metals show an increase, owing to the great demand of lead for war purposes.

Imports from other Ports in Japan.

This trade has been very limited, and it may be said almost entirely confined to a few consignments of arms and ammunition from Yokohama per Costa Rica.

Exports.

The great feature of the export trade during the year is the great increase that has taken place in some articles compared with the previous year.

Wax shows a large increase. This may be accounted for by the large demand for it in England, prices there having been as high as 120s. per cwt., whereas formerly they only reached 70s. The trade in this product is likely to increase, as wax has become very serviceable to manufacturers in England, who have discovered many new ways of turning it to account. In addition to the increased demand for Europe, another cause of the

increase in the quantity sold here is the difficulty the southern growers experienced during the past year in finding a sale for it in Yeddo, where generally there existed a good demand for local consumption, but owing to political troubles has been unsaleable to Japanese merchants during 1868.

Tea.—There is a slight increase in the export of tea, and there is a prospect of its increasing annually, the production becoming greater. The cultivation of the plant is rapidly on the increase; large tracts of waste land, I am informed, have in Higo and adjacent districts been planted with the shrub. The prices paid by foreigners being found remunerative, being an advance of 2 dollars per picul on the past two seasons induced the teamen to prepare a greater quantity of leaf than usual. The principal feature of the tea trade for the year is that a much larger proportion has been exported in an unprepared state, principally to Shanghai by Chinese shippers; the consequence being that the tea-firing establishments have been almost closed. This was facilitated by the Custom-house passing all tea in the raw leaf as “bancha” at a reduced duty.

Timber.—It is difficult to account for the large increase which has taken place in timber. It has been exported principally by Chinese to Shanghai, where no doubt it is in great request for building purposes.

Tobacco has experienced a considerable decrease. This is to be attributed not so much to the falling-off in the season's crop as to the fact that this year it is much later than usual, and a greater portion will fall upon 1869 than the previous one did upon 1868. It is expected the total yield will be about the same as last season. Tobacco is in excellent demand for England, which ought to induce the Japanese to cultivate its production as much as possible.

Camphor has been almost stationary, and the same may be said of *Seaweed*.

Fish.—Under this heading have been included awabi, sharks' fins, cuttle fish, dried shell fish, &c.

Exports to other Parts of Japan.

It will be found by Table 2 that the trade to the other open ports has been very trifling. This is owing to the geographical position of Nagasaki, which, being the nearest point of Japan to China, prevents much exportation to other parts in Japan.

The summary of the trade of this port during 1868 is as follows:—

				Dollars.
Imports as per Tables 1 and 2	..	..	..	1,924,497
Exports as per Tables 1 and 2	..	..	..	1,989,285
Total	..	..	..	3,913,782
Steamers sold	..	..	..	688,999
Total Trade	..	..	..	4,602,781

Which, compared with 1867, shows a decrease of 3,621,853 dollars.

In conclusion, I would remark that during the early part of the year, owing to the want of confidence prevailing amongst native merchants, a large decline was observable in the prices of many of the articles of export, and some large sales took place at low rates. As confidence was restored, however, the market recovered itself, and rates now ruling are with few exceptions about the same as at the commencement of the year.

For the past two months trade generally, and especially that in cotton and woollen manufactures has shown signs of improvement, and the large

stocks of these goods at the commencement of the year have been gradually going into consumption. It may be anticipated that the losses to importers consequent on the bad prices ruling here during 1868 will check further large shipments, in which case the resumption of healthy trade in piece goods may be looked for at an early date.

I annex a list of quotations for some of the leading articles of import during the year, which may be found serviceable :—

			Price in Jan. 1868.	Price in Dec. 1868.	Average price in 1868.
			Dollars.	Dollars.	Dollars.
Grey shirtings, 7 lbs.	..	per piece	2·65	2·30	2·40
" " 8½ lbs.	..	"	3·30	2·85	2·95
Table cloths, 6 lbs. to 7 lbs.	..	"	2·65	2·15	2·30
Fancy prints	..	"	2	2·45	2·10
Turkey red prints	..	"	3·60	3·5 to 3·85	3·35
Taffachelas	..	"	2·90	2·15	2·80
Cotton yarn	..	.. per picul	52 to 66	43 to 49·30	45 to 54
Camlets, S.	..	.. per piece	16·50	15·46	14
" S.S.	..	"	16	13·50	13·50
" S.S.S.	..	"	14	10·20	12
Black Orleans	..	"	4·50 to 9	5 to 7·50	4·90 to 7·80
Lead	..	.. per picul	8	8	8·50

Shipping and Navigation.

In comparing the movements of British shipping for the past year with that of 1867, it will be observed that there is a decrease in entries of 26 vessels of 1,895 tons, and in departures of 18 vessels of 479 tons, as shown in the following Table :—

Arrived.				Departed.			
		Vessels.	Tons.			Vessels.	Tons.
1867	..	182	60,365	1867	..	166	58,018
1868	..	156	58,470	1868	..	148	57,539
Decrease	..	26	1,895	Decrease	..	18	479

Three vessels cleared direct for Great Britain with general cargoes, and 3 vessels arrived from Great Britain with general cargoes, and 1 vessel of 80 tons in ballast.

The diminution in the British shipping for the past year may be attributed to the continued troubled state of the country.

Sailing-vessels have found little employment here, a few obtained a charter to Great Britain direct, while the rest were freighted for the China market, almost entirely by the Chinese.

Foreign Shipping.—American shipping shows an increase in entries of 9 vessels and 19,228 tons, and in departures of 17 vessels and 25,455 tons.

It must be borne in mind that the increase of shipping under this flag has been considerably influenced by the Pacific mail steamers touching at this port. In the above entries and departures is included 19 entries of the Pacific mail steamers of 36,423 tons, and the same number in departures.

North German shows a decrease in entries of 20 vessels and 127 tons, and in departures of 21 vessels and 1,439 tons.

Dutch shows a decrease of 1,238 tons, but an increase of 1 vessel in entries, and in departures a decrease of 455 tons, but an increase in 3 vessels.

French shows the large decrease of 8 vessels and 1,998 tons in entries, and the same number in departures—in fact only 2 vessels entered and cleared during 1868.

Russian shows an increase in entries of 1 vessel and 432 tons, and the same in departures.

No other foreign merchant-vessel entered this harbour during 1868.

The following Table will exhibit the foreign shipping of this port for the past year.

SAILING VESSELS.

Flag.	Entered.						Cleared.					
	Number of Vessels.			Tonnage.			Number of Vessels.			Tonnage.		
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
American ...	10	6	16	2,870	2,126	4,996	15	1	16	4,603	496	5,099
North German ...	16	10	26	5,562	3,172	8,734	21	...	21	6,892	...	6,892
Dutch ...	6	4	10	1,726	1,182	2,908	9	2	11	2,471	701	3,172
French ...	...	2	2	...	497	497	2	...	2	497	...	497
Russian ...	1	2	3	247	330	577	3	...	3	577	...	577
Danish ...	1	1	2	368	368	736	2	...	2	736	...	736
Total ...	34	25	59	10,773	7,675	18,448	52	3	55	15,776	1,197	16,973

STEAMERS.

Flag.	Entered.						Cleared.					
	Number of Vessels.			Tonnage.			Number of Vessels.			Tonnage.		
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
American ...	4	7	11	1,969	2,111	4,020	6	5	11	2,483	1,370	3,853
Pacific Mail steamers ...	19	...	19	36,423	...	36,423	19	...	19	36,423	...	36,423
North German ...	1	1	2	640	576	1,216	2	...	2	1,216	...	1,216
Dutch ...	1	3	4	80	240	320	2	2	4	160	160	320
French ...	...	...	...	...	...	...	...	...	...	...	...	...
Russian ...	...	5	5	...	1,929	1,929	4	...	4	1,679	...	1,679
Danish ...	...	...	...	...	...	...	...	...	...	...	...	...
Total ...	25	16	41	39,052	4,856	43,908	33	7	40	41,961	1,530	43,491

Thirteen vessels were sold during the past year, realizing a sum of 688,899 dollars against 1,199,739 dollars in 1867. Ten of the above vessels were British steamers, 7 vessels were sold to the Japanese, and the remaining 6 to citizens of the United States and Dutch subjects. This important transaction in the sale of vessels has vastly diminished, owing to the impoverished state of most of the Daimios engaged in the internecine war.

Annexed is a list of foreign vessels sold during 1868:—

Name of Ship.	Nationality and Description of Vessel.	Tonnage.	To whom sold.	Price.
				Dollars.
Thames	British screw steamer	238	American citizens ..	10,000
Eugénie	" "	117	Prince of Hizen ..	115,000
Henda	" "	50	" Chosien ..	125,000
Gazelle	" "	332	" Unshu ..	25,000
Taiwan	" "	217	Dutch subject ..	65,000
Jessie	" "	48	Prince of Hizen ..	14,666
Taku	" "	42	" "	25,333
Assunta	" "	50	Dutch subject ..	125,000
Caledonia.. ..	" "	124	" "	80,000
Undine	" "	386	Prince of Kanga ..	80,000
Shamrock	British cargo barge..	300	American citizen ..	10,000
Maria	N. German schooner	68	Prince of Tosa ..	8,000
Danzig	" "	289	American citizen ..	6,000
Total		2,261		688,999

Freights.

The average freights and exchanges during the past year have been as follows:—

			£	s.	d.	
To London	..	..	3	17	6	per ton, 50 feet
New York	..	..	4	10	0	"
Shanghai	..	..	3	dollars		"
" per steamer ..	..	..	4	"		"
Hong Kong	..	..	5	"		"
" per steamer ..	..	..	6	"		"

The rates to England and New York have considerably increased.

Exchange.

On Hong Kong ..	.. Par.
London	.. 4s. 5½d. for six months' sight.
Shanghai	.. 74½ taels per 100 dollars, at ten days' sight.

Japanese coin—298 boos per 100 dollars.
30 tempos per boo.

Public Works.

A patent slip has been erected through the energy of Messrs. Glover and Co., which will prove of great advantage to vessels requiring to be docked, the want of which has hitherto been very much felt. It is the first that has been erected at this port, and was opened a few days ago.

A cotton-mill has been erected by the Prince of Satsuma at Kagosima under the superintendence of Mr. Edward Z. Holme. The machinery was imported from England. It is now in good working order and gives employment to about 230 native workmen. It would be difficult to give an estimate of the quality of the material produced, for during British superintendence teaching was the main object and not production. Mr. Holmes informs me the natives showed great aptitude in learning, and in five or six months time they were able to work the looms without European aid. A mixture of China and Japan cotton is the raw material used, and from this is spun a yarn classified as 18 5 mule and 16·5 water of first rate quality, and from this again is woven a cloth entirely to suit native taste, much resembling our "domestic." This so far as concerns the plain looms. The fancy ones are producing a cloth of exactly similar texture, but with patterns made to suit the native fancy.

Number of foreign residents at Nagasaki on 31st December, 1868 :—

British	..	..	..	..	88
American	..	..	..	..	35
Dutch	..	..	..	..	32
North Germans	..	..	..	..	25
French	..	..	..	..	15
Portuguese	..	..	..	..	10
Swiss	..	..	..	..	6
Belgian	..	..	..	..	2
Danish	..	..	..	..	2
Total	..	..	..	..	215
Chinese—In foreign settlement	..	..	..	..	332
Chinese guild	..	..	..	..	237
Siuchee	..	..	..	..	60
Total	..	..	..	..	629

The number of foreigners at this port has slightly decreased.

The Chinese population is greatly on the increase, and recently they have established themselves in this settlement in considerable number, and carry on a brisk traffic with the ports in China, to the detriment of the foreign merchants who are not able to compete with them.

I have, &c.

(Signed) MARCUS FLOWERS.

(No. 1.)—RETURN of the Import Trade of Nagasaki for the Year 1868.

1. From England and other Countries.

Description of Merchandize.				Quantity.	Value.
Cotton Manufactures :—					Dollars.
Grey shirtings	..	..	pieces	31,598	88,474
White shirtings	..	..	..	1,825	5,292
Drills	..	..	..	3,568	16,519
T-cloths	..	..	..	72	159
Handkerchiefs	..	..	dozen	773	703
Brocades and spots, white	..	..	pieces	..	..
Do. do. dyed	..	..	..	..	..
Chintzes	..	..	..	6,388	15,331
Turkey reds	..	..	..	900	3,600
Velvets	..	..	..	3,315	29,835
Muslins and cambrics	..	..	..	20	60
Taffachelass	..	..	..	5,903	16,233
Cotton yarn	..	..	piculs	781	3,991
Miscellaneous	..	..	..	..	96,248
Woollen Manufactures :—					
Camlets	..	..	pieces	1,902	24,364
Lastings	..	..	..	1,685	23,590
Crape lastings	..	..	..	..	..
Lustres and orleans, figured	..	..	..	1,223	5,479
Do. do. plain	..	..	..	4,029	26,954
Wool fancies	..	..	..	..	..
Alpacas	..	..	..	..	..
Camlet cords	..	..	..	..	..
Cloth	..	..	..	1,306	65,300
Spanish stripes	..	..	..	..	..
Long ells	..	..	..	3,980	31,840
Blankets	..	..	pairs	..	23,000
Miscellaneous	..	..	..	..	38,380
Metals :—					
Iron	..	..	piculs	3,908	6,815
Lead	..	..	..	8,526	68,211
Tin plates	..	..	boxes	85	2,125
Miscellaneous	..	..	..	..	13,118

Description of Merchandize.	Quantity.	Value.
Arms stand	36,514	620,738
Ammunition "	..	143,147
Sugar, white piculs	5,584	33,503
Do. brown "	6,620	23,171
Raw cotton "	6,968	167,224
Coals (English) tons	617	10,489
Rice piculs	698	1,396
Saltpetre "	3,339	26,713
Miscellaneous "	..	142,996
Total	..	1,774,998

2. From Open Ports in Japan.

Description of Merchandize.	Quantity.	Value.
Cotton Manufactures :—		Dollars.
Grey shirtings pieces	..	..
White shirtings "	..	..
Drills "	..	..
T-cloths "	..	..
Handkerchiefs dozens	..	..
Brocades and spots, white pieces	..	..
Do. do. dyed "	..	..
Chintzes "	..	..
Turkey reds "	..	..
Velvets "	..	..
Mu lins and cambrics "	..	..
Taffachelass "	..	..
Cotton yarn piculs	..	..
Miscellaneous "	..	2,000
Woollen Manufactures :—		
Camlets pieces	200	874
Lastings "	..	..
Crape lastings "	..	..
Lustres and orleans, figured "	300	1,344
Do. do. plain "	300	2,007
Wool fancies "	..	..
Alpacas "	..	..
Camlet cords "	..	..
Cloth "	..	..
Spanish stripes "	..	..
Long ells "	..	..
Blankets pairs	..	..
Miscellaneous "	..	6,000
Metals :—		
Iron piculs	40	80
Lead "	..	..
Tin plates boxes	..	..
Miscellaneous "	..	..
Arms stand	7,008	119,136
Ammunition "	..	10,600
Sugar, white piculs	237	1,422
Do., brown "	..	..
Raw cotton "	..	..
Coals tons	..	..
Rice piculs	..	..
Saltpetre "	..	..
Miscellaneous "	..	6,036
Total	..	149,499

(Signed)

MARCUS FLOWERS, Consul.

(No. 2.)—RETURN of the Export Trade of Nagasaki for the Year 1868.

1. To England and other Countries.

Description of Merchandize.					Quantity.	Value.
						Dollars.
Silk	..	..	..	piculs	102	30,600
Silkworms' eggs	..	..	..	cards	..	..
Cocoons	..	..	..	piculs	8	640
Tea	..	..	..	..	26,588	398,814
Tobaaco	..	..	..	..	2,406	13,669
Camphor	..	..	..	..	4,571	112,629
Seaweed	..	..	..	..	24,834	119,203
Fish, salt or dried	..	..	..	..	5,706	91,296
Wax	..	..	..	..	12,741	216,597
Timber	..	..	..	planks	484,943	97,000
Drugs	..	..	..	piculs	4,380	26,280
Miscellaneous	..	..	..	..	..	881,462
Total	..	..	..	..	..	1,988,190

2. To Open Ports in Japan.

Description of Merchandize.					Quantity.	Value.
						Dollars.
Silk	..	..	..	piculs	..	..
Silkworms' eggs	..	..	..	cards	..	..
Cocoons	..	..	..	piculs	..	..
Tea	..	..	..	..	..	..
Tobacco	..	..	..	..	..	..
Camphor	..	..	..	..	..	..
Seaweed	..	..	..	..	..	..
Fish, salt or dried	..	..	..	..	..	..
Wax	..	..	..	..	..	..
Timber	..	..	..	..	..	..
Drugs	..	..	..	..	..	..
Miscellaneous	..	..	..	..	..	1,095
Total	..	..	..	..	..	1,095

(Signed) **MARCUS FLOWERS**, *Consul.*
British Consulate, Nagasaki, January 20, 1869.

(No. 3.)—RETURN of British Shipping at the Port of Nagasaki in the Year 1868.

1. Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.					Cleared.				
Total Number of Vessels.			Total Tonnage.		Total Number of Vessels.		Total Tonnage.		Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	With Cargoes.	In Ballast.	Total.	Total.	Total Number of Crews.
6	2	8	1,839	174	7	...	7	2,312	125
									...

2. Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.										Cleared.									
Countries whence Arrived.			Number of Vessels.			Tonnage.			Value of Cargoes.	Countries to which Departed.			Number of Vessels.			Tonnage.			Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
China	...	...	71	15	86	25,184	3,972	29,156	2,371	China	...	...	79	2	78	30,051	669	30,720	2,688
America	...	...	...	...	...	...	...	...	...	America	...	...	...	...	2	821	...	821	25
Holland	...	...	...	...	...	...	...	...	...	Holland	...	...	...	...	2	821	...	821	25
Cochin China	...	...	...	...	...	...	...	...	...	Cochin China	...	...	...	...	1	309	...	309	13
(Saugon)	...	...	...	...	...	...	...	...	...	(Saugon)	...	...	...	...	1	...	519	519	18
Total	...	...	71	15	86	25,184	3,972	29,156	2,371	Total	...	...	79	3	82	31,181	1,188	32,369	2,744

3. Indirect or Carrying Trade in British Vessels from and to Open Ports in Japan.

Entered.										Cleared.									
Ports whence Arrived.			Number of Vessels.			Tonnage.			Value of Cargoes.	Ports to which Departed.			Number of Vessels.			Tonnage.			Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
Yokohama	...	...	17	7	24	11,868	3,667	14,935	1,290	Yokohama	...	...	5	4	9	4,551	1,280	5,831	...
Hio	...	...	...	...	...	4,733	6,536	11,269	1,068	Hio	...	...	84	8	43	10,498	3,784	14,282	...
Hakodate	...	...	1	4	5	389	1,528	1,897	141	Hakodate	...	...	2	6	8	672	2,073	2,745	...
Total	...	...	33	29	62	16,470	10,731	27,201	2,499	Total	...	...	41	19	59	15,721	7,187	22,908	...

British Consulate, Nagasaki, January 20, 1869.

(Signed)

MARCUS FLOWERS, Consul.

Inclosure 4.

Consul Eusden to Sir H. Parkes.

Sir,

Hakodate, January 30, 1869.

It is with very little satisfaction I send forward my Trade Report for the past year, because, after having waited a considerable time for the Returns, I find now they are very little to be relied on.

As I stated in a former despatch, many of the resident merchants have so frequently and so repeatedly been absent on the Western Coast, during greater part of the year, that their business here has been but badly attended to, and some of them have owned to me, that there is some little confusion in their books.

As might have been expected, the civil war has greatly affected the trade of this port; and the Returns compare very unfavourably with those of the previous year, notwithstanding a greater number of vessels have visited the port; but many of them were *en route* for the Western Coast with arms and munitions of war, and merely touched here, frequently only stopping for a few hours.

The large fire we had in May, burning down greater part of the Foreign Settlement, and above 100 of the principal Japanese merchants' houses, likewise interfered with the trade.

COMPARATIVE TABLE.

			1867.	1868.
			Dollars.	Dollars.
Imports	..	..	218,558	214,036
Exports	..	..	638,860	441,152

Thus, the grand hopes we had at the close of 1867 of increased trade, trade, in the opening of Hiogo, Osaka, and Neegata, have not been realized; and the presence of the Tokugawa outcasts has not improved the place, nor are they likely to do so, as matters are not settled.

The coal mines at Iwanai have likewise suffered, and not been pushed on. Mr. Gower, the engineer, was not able to proceed to them until the month of September, owing to the civil war, rather late to be able to do much good, although from all reports the mines promise well.

Both the Tycoon's Government and that of the Mikado afterwards started a farm on European principles, superintended by a foreigner; but during the summer we have had such continual rains, and weather so unfavourable to farming, that the undertaking has not turned out well.

I have, &c.

(Signed) R. EUSDEN.

(No. 1.)—RETURN of the Import Trade of Hakodate for the year 1868.

1. *From England and other Countries.*

Description of Merchandize.	Quantity.	Value.
		Dollars.
Cotton manufactures—		
Grey shirtings	Pieces ..	..
White	" 100	400
Drills	" ..	..
T-cloths	" ..	..
Handkerchiefs	Dozens ..	..
Brocades and spots, white	Pieces ..	..
" " dyed	" ..	..
Chintzes	" ..	..
Turkey reds	" ..	..
Velvets	" ..	..
Muslin cambrics	" ..	..
Taffachelas	" ..	..
Cotton yarn	Piculs ..	..
Miscellaneous	" ..	500
Woollen manufactures—		
Camlets	Pieces ..	..
Lastings	" ..	..
Crape lastings	" ..	..
Lustres and orleans, figured	" ..	..
" " plain	" ..	..
Wool fancies	" ..	..
Alpacas	" ..	..
Camlet cords	" ..	..
Cloth	" ..	..
Spanish stripes	" ..	..
Long ells	" ..	..
Blankets	Pairs ..	..
Miscellaneous	" ..	3,000
Metals—		
Iron .. .. .	.. ..	..
Lead .. .. .	.. ..	..
Tin plates .. .. .	.. ..	..
Miscellaneous .. .. .	.. ..	..
Arms .. .. .	.. ..	700
Ammunition .. .. .	.. ..	..
Sugar, white .. .. .	.. ..	..
" brown .. .. .	.. ..	..
Raw cotton .. .. .	.. ..	..
Coals .. .. .	.. ..	..
Rice .. .. .	.. ..	..
Saltpetre .. .. .	.. ..	..
Miscellaneous .. .. .	.. ..	1,720
Total .. .. .	.. ..	6,320

2. From Open Ports in Japan.

Description of Merchandize.	Quantity.		Value.
			Dollars.
Cotton manufactures—			
Grey shirtings	Pieces ..	..	..
White	..	100	450
Drills	..	..	..
T-cloths	..	200	1,050
Handkerchiefs	Dozen ..	..	..
Brocades and spots, white	Pieces ..	..	..
" " dyed	..	..	..
Chintzes	..	650	1,925
Turkey reds	..	..	..
Velvets	..	269	1,922
Muslins and Cambrics	..	100	500
Taffachelas	..	613	2,400
Cotton yarn	Piculs ..	..	..
Miscellaneous	..	..	1,928
Woollen manufactures—			
Camlets	Pieces 1,835		18,943
Lastings	.. 238		1,402
Crape Lastings	.. 60		720
Lustres and orleans, figured	.. 140		2,000
" " plain	..	..	..
Wool fancies	.. 293		4,400
Alpacas	..	..	..
Camlet cords	..	..	..
Cloth	.. 728		9,433
Spanish stripes	..	..	..
Long ells	..	..	..
Blankets	Pairs 468		3,250
Miscellaneous	..	..	..
Metals	..	..	4,412
Iron	..	..	..
Lead	..	..	..
Tin plates	..	..	..
Miscellaneous	..	..	10,500
Arms	..	..	51,058
Ammunition	..	..	1,600
Sugar, white	..	..	..
" brown	Piculs 1,824·88		11,766·86
Raw cotton	..	..	..
Coals	Tons 2,301		50,586·72
Rice	Piculs 2,839		6,087
Saltpetre	..	..	..
Miscellaneous	..	..	21,383
Total	..	..	207,716·58

(Signed) R. EUSDEN, *Consul.*
British Consulate, Hakodate, December 31, 1868.

(No. 2.)—RETURN of the Export Trade of Hakodate for the year 1868.

1. To England and other Countries.

Description of Merchandize.	Quantity.	Value.
		Dollars.
Silk	Piculs ..	..
Silkworms' eggs	Cards ..	..
Cocoons.. .. .	Piculs ..	..
Tea	" ..	..
Tobacco.. .. .	" 32	206
Camphor	" ..	..
Seaweed	" 99,656	219,050
Fish, salt or dried.. .. .	" 2,862	101,743
Wax	" ..	..
Timber	Pieces ..	2,021
Drugs	Piculs ..	..
Miscellaneous	" ..	37,421
Total .. .. .	.. ..	360,441

2. To Open Ports in Japan.

Description of Merchandize.	Quantity.	Value.
		Dollars.
Silk	Piculs 2 68	1,370
Silkworms' eggs	Cards 42,855	45,041
Cocoons.. .. .	Piculs 13 38	700
Tea	" ..	..
Tobacco	" 33	200
Camphor	" ..	..
Seaweed.. .. .	" ..	..
Fish, salt or dried.. .. .	" ..	..
Wax	" ..	..
Timber	Pieces ..	800
Drugs	Piculs ..	..
Miscellaneous	" ..	32,600
Total		80,711

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